

Draft Camden Site Allocations Local Plan



February 2020

Have your say on the Site Allocations Plan

The six week period of public consultation on the Draft Site Allocations Local Plan ends on 27th March 2020.

The Planning Policy Team will hold a number of drop-in sessions during the consultation period where you can come along and speak to us about the Draft Plan and how it might affect you. Details of these events can be found on the Council's website - www.camden.gov.uk/localplan

We strongly encourage responses to be made on-line through our common place consultation portal: <https://camdensiteallocations.commonplace.is/>

However you can also submit your comments by email or post using the details below.

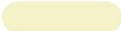
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Legend

-  Site boundary
-  Other site allocation
-  Area boundary
-  Listed building or structure
-  Local green space
-  Public open space
-  SINC
-  Viewing corridor
-  Knowledge Quarter partnership area
-  Knowledge Quarter Innovation District boundary
-  New or improved public space
-  Area of public realm improvement
-  New active frontage
-  New public route
-  Improved public route
-  New and improved urban greening
-  New building line
-  Structure to be removed



Introduction

The Site Allocations Local Plan identifies a range of suitable locations for housing, employment and other uses and sets out the Council’s preferred approach to their redevelopment.

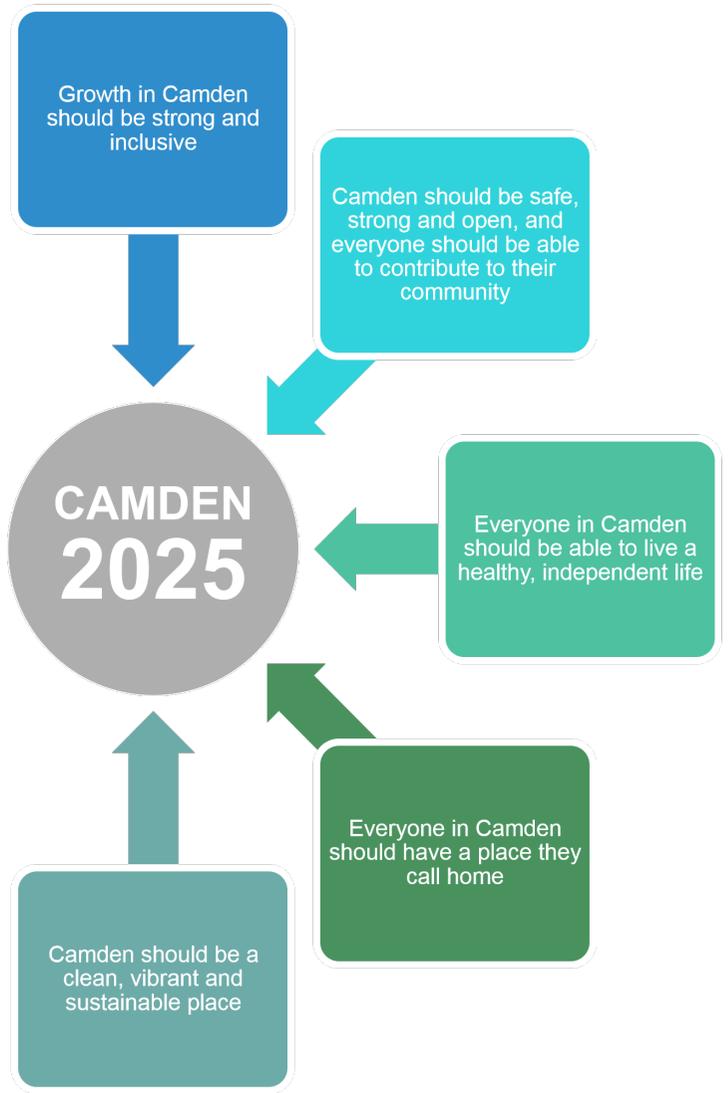


Figure 1.1: Camden 2025

Why do we need a site allocations plan?

1.1 Camden is experiencing significant change and population growth - the Camden Local Plan 2017 sets a target to deliver 16,800 additional homes, 695,000sqm of office floor space and 30,000sqm of retail floor space in Camden by 2031. While Camden is an attractive and sustainable place for growth there is only a limited amount of land available and we need to ensure that where development takes place it makes efficient use of land and buildings and responds to local needs and aspirations.

1.2 Camden Council worked with communities to create a new vision for Camden in 2025. The Camden 2025 vision is for Camden to be a better borough – a place where everyone has a chance to succeed and where nobody gets left behind. Having a development strategy that champions good growth and ensures that new developments meet the needs of local communities and businesses is one way that we can help to achieve that vision.

1.3 The current Camden Site Allocations Plan was adopted by the Council in September 2013. It sets out the Council’s objectives and guidance for development of land and buildings on 43 significant sites across the borough. Site allocations are also included in the adopted Fitzrovia Area Action Plan (2014) and the Euston Area Plan (2015).

1.4 Since the Site Allocations Plan 2013 was adopted there have been a number of changes to the

planning context including the publication of a new National Planning Policy Framework, an emerging new London Plan and the adoption of the Camden Local Plan. The Camden Local Plan 2017 sets out a strategy for how the borough as a place should grow and develop over the plan period (2016-2031) and a range of general policies to help ensure that growth takes place in the right locations and in the right way.

1.5 This Site Allocations Local Plan will build on the policies in the adopted Local Plan by allocating key areas of change and individual sites and setting out specific policies for how they should be redeveloped.

How is the plan structured?

1.6 This Plan includes a combination of area-based policies and individual site allocations. Sections 1 and 2 set out the background to the Plan and how potential sites have been assessed. Sections 3-10 set out a series of area and site based policies for key development locations in Camden.

1.7 Camden's unique and diverse environment means that the wording of each area/site policy is bespoke so that it can respond to location-specific issues and opportunities.

1.8 Each draft policy within this Plan is supported by text setting out an overview of where the area/site is and the main issues and opportunities for its redevelopment. This is followed by a series of consultation questions.



Figure 1.2: Camden Planning Documents Hierarchy

How does this plan relate with other plans and strategies?

1.9 The Site Allocations Local Plan must be consistent with national planning policy, the London Plan and strategic policies within the Camden Local Plan 2017. The Site Allocations Local Plan will replace the 2013 Site Allocations document and policies and guidance relating to specific opportunity sites within the Fitzrovia Area Action Plan. The Site Allocations Plan review has not considered potential development sites that sit within the Euston Area Plan boundary as these will be assessed as part of a future review of the Euston Area Plan.

1.10 When adopted, the Site Allocations Local Plan will have the same weight and status in decision making as adopted Neighbourhood Plans and the other plans in Camden's Development Plan.

1.11 This Plan should be read in conjunction with other policies in our development plan and therefore policies within it are not intended to repeat existing Local Plan policies. Figure 1.3 summarises key borough-wide objectives and policies, as set out in the Local Plan that the Council applies to all development sites where relevant, including areas and sites identified within this Plan. The absence of a reference to one of these matters in the area and site policies in this document should not be interpreted as meaning it is not relevant at that location.

1.12 The Council's decisions on planning applications should be taken in line with our development plan unless there are significant matters (material considerations) that indicate otherwise.

The policies within the Site Allocations Plan 2013 will continue to be used in decision making until the new Site Allocations Local Plan is adopted. However, as work on this Plan progresses, emerging policies can be given some weight in decisions on planning applications.

Camden Local Plan 2017 Policy	Policy summary
G1 – Delivery and location of growth	Policy G1 provides an overview of the levels of growth expected in the borough and a series of high level principles for delivering that growth including directing new development to the most sustainable location, promoting a mix of uses and making efficient use of land. It also identifies a number of locations where the most significant growth is expected.
H1 – Maximising Housing Supply	Policy H1 aims to secure a sufficient supply of homes to meet future needs. It sets out Camden's proposed minimum housing target of 16,800 additional homes from 2016/17 - 2030/31, including 11,130 additional self-contained homes. The policy also defines self-contained housing as the priority landuse of the Local Plan.
H2 - Maximising the supply of self-contained housing from mixed-use schemes	Policy H2 seeks to maximise the delivery of self-contained housing by promoting the inclusion of self-contained housing in non-housing development. Policy H2 requires 50% of all additional floorspace over 200sqm to be developed as self-contained housing where it meets set criteria within the Central London Area and designated centres.
H4 – Maximising the supply of affordable homes	Policy H4 aims to maximise the supply of affordable housing and sets a requirement of at least 5,300 affordable homes to be developed in the borough over the plan period. Policy H4 applies to all new net housing developments (including single dwellings and small sites) and is based on development capacity. The policy indicates that the Council will use a sliding scale to work out affordable housing requirements for developments capable of achieving 1-24 new dwellings. Schemes capable of achieving 25+ new dwellings will be expected to ensure that 50% of the development is affordable. The guideline mix set out in the policy for affordable homes is 60% social/affordable rent and 40% intermediate.

Camden Local Plan 2017 Policy	Policy summary
H6 – Housing choice and mix	Policy H6 encourages all new housing development to provide functional, adaptable and accessible spaces. The policy requires 90% of all new self-contained homes to be built in accordance with Building Regulation M4(2) and the remaining 10% to be built in accordance with Building Regulation M4(3). The policy also states that Camden will, when considering future site allocations and negotiating the types of housing included, make suitable provision for families with children, older people, people with disabilities, service families, people wishing to build their own homes and Camden's traveller community.
H8 – Housing for older people, homeless people and vulnerable people	Policy H8 aims to ensure that there is a sufficient supply of appropriate housing available for older people, homeless people and vulnerable people to live as independently as possible. The policy sets out criteria for when development of this nature will be supported and when proposals that would result in a net loss of specialist housing would be resisted.
C1 – Health and wellbeing	Policy C1 requires development to positively contribute to creating high quality, active, safe and accessible places. It also requires proposals for major development schemes to include a Health Impact Assessment (HIA).
C5 – Safety and security	Policy C5 sets out a series of measures to make Camden a safer place, including requiring developments to demonstrate that they have incorporated design principles that contribute to community safety and security, particularly in wards with relatively high levels of crime.
C6 – Access for all	Policy C6 promotes fair access for all by expecting all buildings, places and spaces to meet the highest practicable standards of accessible and inclusive design.

Figure 1.3: Key Strategic Borough Wide Policies

Camden Local Plan 2017 Policy	Policy summary
E1 – Economic development	Policy E1 aims to create the conditions for economic growth and ensure that the benefits are harnessed for local residents and businesses. The policy sets out a range of measures to help achieve this including the need to support businesses of all sizes and plan for a range of different types/sizes of employment spaces
E2 – Employment premises and sites	Policy E2 seeks to protect premises or sites that are suitable for continued business use, in particular premises for small businesses, businesses and services that provide employment for Camden residents and those that support the functioning of the Central Activities Zone (CAZ) or the local economy. Policy E2 also sets out the circumstances where the Council would consider higher intensity redevelopment of premises or sites that are suitable for continued business
A1 – Managing the impact of development	Policy A1 seeks to protect the quality of life of occupiers and neighbours. The policy lists a number of factors that the Council will consider when assessing applications including, but not limited to, visual privacy, noise and vibration levels, contaminated land and impact on water and wastewater infrastructure.
A2 – Open space	Policy A2 provides guidance on protecting, enhancing and improving access to Camden's parks, open spaces and other green infrastructure. It also sets out targets relating to the creation of new open spaces on development sites.
A3 – Biodiversity	Policy A3 supports the London Biodiversity Strategy and the Camden Biodiversity Action Plan (BAP) by ensuring Camden's growth is accompanied by a significant enhancement in the borough's biodiversity. Measures within the policy include seeking to improve opportunities to experience nature and secure improvements to green corridors.

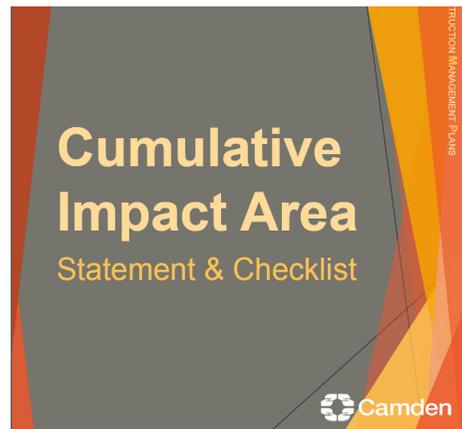
Camden Local Plan 2017 Policy	Policy summary
A4 – Noise and vibration	Policy A4 seeks to ensure that noise and vibration is controlled and managed. The policy states that Camden will not grant planning permission for development sensitive to noise in locations which experience high levels of noise, unless appropriate attenuation measures can be provided.
D1 – Design	Policy D1 sets out the overarching design principles to be applied to all new development in Camden. The policy also sets out specific design policy points relating to tall buildings and public art.
D2 – Heritage	Policy D2 details Camden's approach to preserving and where appropriate enhancing heritage assets in the borough. It sets out general guidance which applies to all designated heritage assets and identifies specific guidance for conservation areas, listed buildings and sites of potential archaeological significance. The policy also sets out our approach to protecting non-designated heritage assets.
CC1 – Climate change mitigation	Policy CC1 requires all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.
CC2 – Adapting to climate change	Policy CC2 encourages all development to adopt appropriate climate change adaptation measures such as: the protection of existing green spaces and promoting new appropriate green infrastructure; not increasing, and wherever possible reducing, surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems; and incorporating bio-diverse roofs, combination green and blue roofs and green walls where appropriate.

Camden Local Plan 2017 Policy	Policy summary	Camden Local Plan 2017 Policy	Policy summary
CC3 – Water and flooding	Policy CC3 seeks to ensure that development does not increase flood risk and reduces the risk of flooding where possible. The policy requires new development to incorporate water efficiency measures; consider the impact of development in areas at risk of flooding; and not locate vulnerable development in flood-prone areas.	T1 – Prioritising walking, cycling and public transport	Policy T1 promotes sustainable transport by prioritising walking, cycling and public transport in the borough. In relation to walking the policy seeks to ensure that developments: improve the pedestrian environment through public realm improvements; are permeable; and appropriately contribute towards bridges and water crossings. In terms of cycling the policy states that new development should: provide for and make contributions towards connected, high-quality, convenient and safe cycle routes, in line with or exceeding London Cycle Design Standards; make provision for high quality facilities that promote cycle usage; and ensure that new developments are safe and easy to cycle through. The policy also seeks to ensure that development appropriately contributes towards improvements to public transport including bus network infrastructure such as bus stops, shelters, waiting areas and signage.
CC4 – Air quality	Policy CC4 aims to mitigate the impact of development on air quality and to ensure exposure to poor air quality is reduced in the borough. The policy states that Air Quality Assessments (AQAs) are required where development is likely to expose residents to high levels of air pollution. Where the AQA shows that a development would cause harm to air quality, the Council will not grant planning permission unless measures are adopted to mitigate the impact.	T2 – Parking and car-free development	Policy T2 limits the availability of parking and requires all new developments to be car free. The policy limits on-site parking to spaces designated for disabled people and/or essential operational or servicing needs and supports the redevelopment of existing car parks for alternative uses.
TC1 - Quantity and location of retail development	Policy TC1 sets out how retail and other town centre uses should be distributed across Camden. The policy identifies 6 main growth areas and several specialist shopping areas including Covent Garden, Hatton Garden and Fitzrovia and south-west Bloomsbury. The policy supports a sequential approach to site selection and requires site promoters of large retail development proposals (of 2,500 sqm or more) that are not in accordance with the approach to prepare a retail impact assessment.	T3 – Transport infrastructure	Policy T3 seeks improvements to transport infrastructure in the borough. It ensures that proposals which are contrary to the safeguarding of strategic infrastructure improvement projects will be refused and protects existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance.
TC2 – Camden's centres and other shopping areas	Policy TC2 provides guidance on new development in Camden's centres and other shopping areas. The policy seeks to protect and enhance the role and unique character of each of Camden's centres, ensuring that new development is of an appropriate scale and character for the centre in which it is located.		

Figure 1.3: Key Strategic Borough Wide Policies

Construction Management Plans

1.13 As a dense, urban borough, construction activities can have significant impacts on surrounding communities, particularly in relation to impacts on roads, noise and air quality. Where appropriate, the Council therefore requires developers to prepare a Construction Management Plan (CMP), which can help minimise the impact of construction, both for construction on site and the transport arrangements for servicing.



Cumulative Impact Areas - Camden Central London

The Council have developed a list of enhanced requirements they believe are necessary to mitigate the additional impacts brought about when several sites commence work in close proximity to one another. We propose that it is reasonable to increase what we ask of developers (and their contractors) in such areas, whether by way of increased environmental standards, improved communication liaison requirements, the conduct of site operatives or hours of construction. Camden is currently testing these requirements in the Central London area of Camden.

Question box

Q1. Which construction impacts do you consider to be the most important?

Q2. Is there anything which could be included within the Site Allocations Local Plan to help address individual and/or cumulative construction impacts?

Climate Change in Camden

1.14 Carbon dioxide (CO₂) and other Greenhouse Gases emitted from fossil fuel use and other processes are the primary cause of the climate crisis we find ourselves in today. Across Camden CO₂ emissions have reduced by 32% since 2010, but recent scientific evidence suggests they need to fall at a faster rate here and around the world to prevent irreversible damage to the planet.

1.15 In July 2019 the Council hosted a Camden Citizens' Assembly on the Climate Crisis which brought together over 50 randomly selected residents to develop an approach for how Camden can best tackle the climate crisis. The citizens' assembly

was asked to develop a series of actions at each scale – home, neighbourhood, council – that can be progressed by the necessary stakeholders. These actions were endorsed by full council meeting in October 2019 and will set the direction of a new Climate Action Plan for Camden to be published in 2020.

1.16 Key actions that have been considered during the preparation of the Site Allocations Local Plan are:

- Create more green space on residential streets
- Plant more trees and create more allotments
- Pilot a community energy heating system



Have your say!

This page allows you to put forward ideas to the Citizens' Assembly on how CO₂ emissions can be reduced at four different scales: **At home**, **In my neighbourhood**, **My council** and **My country**.

Your proposals will be discussed by the Assembly in July, and will help to inform Camden's new Environmental Plan in 2020.

How is the plan prepared?

1.17 Preparation of the Site Allocations Plan must follow a number of statutory stages. These ensure that local people and stakeholders are fully engaged in the process and its content is based on robust evidence and the proper consideration and testing of alternative strategies. Finally, the Plan is subject to public examination by a Planning Inspector appointed by the Secretary of State.

These stages are summarised in Figure 1.4.

1.18 It is currently anticipated that the Site Allocations Plan will be adopted by the Council in 2021. However, due to the nature of the work involved, the programme for preparing the Plan will need to be kept under regular review.

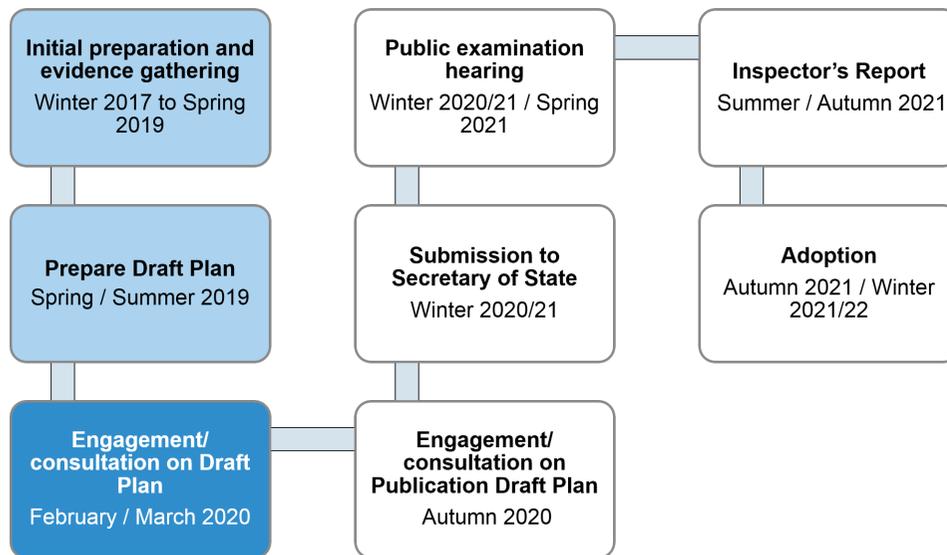


Figure 1.4: Next steps

To comply with the Localism Act and the NPPF, the Local Plan is being prepared in accordance with the Duty to Co-operate. This means involving specific consultees in preparing the document including neighbouring and nearby local authorities, statutory consultees and infrastructure providers. The full list of Duty to Co-operate bodies included is specified in the Town and Country Planning (Local Planning) (England) Regulations 2012.

How can local residents, businesses and other stakeholders get involved?

1.19 Community and stakeholder engagement is important to the Council as we will often need to balance differing views and make judgements in the interests of all our communities. Getting local opinions will help us make decisions in the most informed way possible.

1.20 During the consultation period we will be using a range of consultation methods to try to engage with as many residents and other stakeholders as possible. Methods include but will not be limited to:

- Launching a dedicated online interactive consultation portal
- Holding a number of drop-in sessions during the consultation period where you can come along and speak to us about the Draft Plan and how it might affect you. Details of these events can be found on the Council's website www.camden.gov.uk/localplan
- Making the document available online and in libraries

1.21 More detailed information about how the community and other stakeholders will be engaged in the preparation of the Site Allocations Local Plan is set out in the Council's Statement of Community Involvement (SCI).

1.22 All consultation responses received, together with a summary of how the Council has taken them into account in the preparation of the Site Allocations Local Plan, will be recorded in a Consultation and Engagement Statement, which will be submitted to the Inspector for consideration as part of the examination of the Plan. This document will be updated and published at each stage of the plan-making process so that everyone can see how their views are helping to shape the development of this plan.

1.23 Although this is the first consultation on the emerging plan, the Council recognises that some of the sites included have already been subject to public consultation through their inclusion in other Council documents and strategies and/or through the planning application process. Comments raised through these other consultation activities have been used to inform this draft Plan. However, it is still important to raise your comments again if they are still relevant.



Assessing Potential Sites

How have potential sites been identified and assessed?

2.1 National planning guidance states that councils should identify all sites and broad locations regardless of the amount of development needed to provide an audit of available land. In 2018 we started the process of identifying potential sites by undertaking a review of existing and emerging plans (including Neighbourhood Plans), background evidence and recent planning

applications. We also invited people to suggest sites to us through an open 'Call for Sites'. The full list of the information sources is set out in Figure 2.1. In total we identified over 220 potential sites – a full list of identified sites is set out in Appendix 1.

<p>Existing allocations</p> <ul style="list-style-type: none"> • Site Allocations Plan • Fitzrovia Area Action Plan 	<p>Sites identified in other plans</p> <ul style="list-style-type: none"> • Neighbourhood Plans • Area frameworks
<p>Major sites</p> <ul style="list-style-type: none"> • Permitted/pending planning applications • Pre-application discussions 	<p>London Strategic Housing Land Availability Assessment (SHLAA)</p> <ul style="list-style-type: none"> • The London SHLAA is a technical exercise to determine the quantity and suitability of land potentially available for housing development.
<p>Call for sites</p> <ul style="list-style-type: none"> • December 2017 - February 2018 	<p>Other</p> <ul style="list-style-type: none"> • Sites identified in Camden's Community Investment Programme • Sites suggested by Council officers

Figure 2.1: Site identification information sources

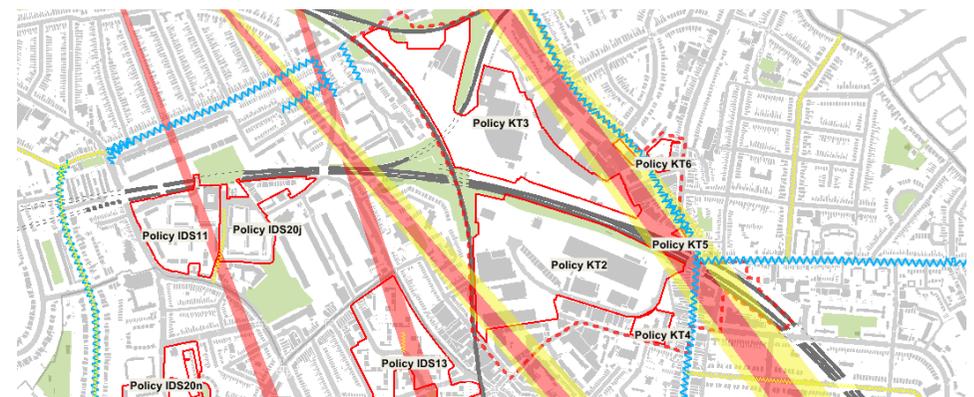
Question box

Q.3 Are there any other information sources that we should be looking at to identify potential sites?

Q.4 Are there any other sites which you think should be included within the assessment? If yes, please set out additional information about the site including an address and/or map showing the site boundary; and a clear description of the type and scale of development that you believe could be accommodated on the site?

2.2 Given the number of sites identified we decided to undertake a staged assessment to ensure that we would only need to do a more detailed analysis of sites which had the most potential. The key stages in the assessment process are set out in Figure 2.2. To help us answer the questions shown in Figure 6 and assess the suitability, availability and achievability of

sites we used a blend of desktop assessments, informal discussions and site visits. Information sources used in the desktop assessment included Council-owned mapped data (environmental designations, policies etc.), emerging and adopted planning frameworks and evidence documents used to prepare the Camden Local Plan 2017 and responses to previous Council consultations.



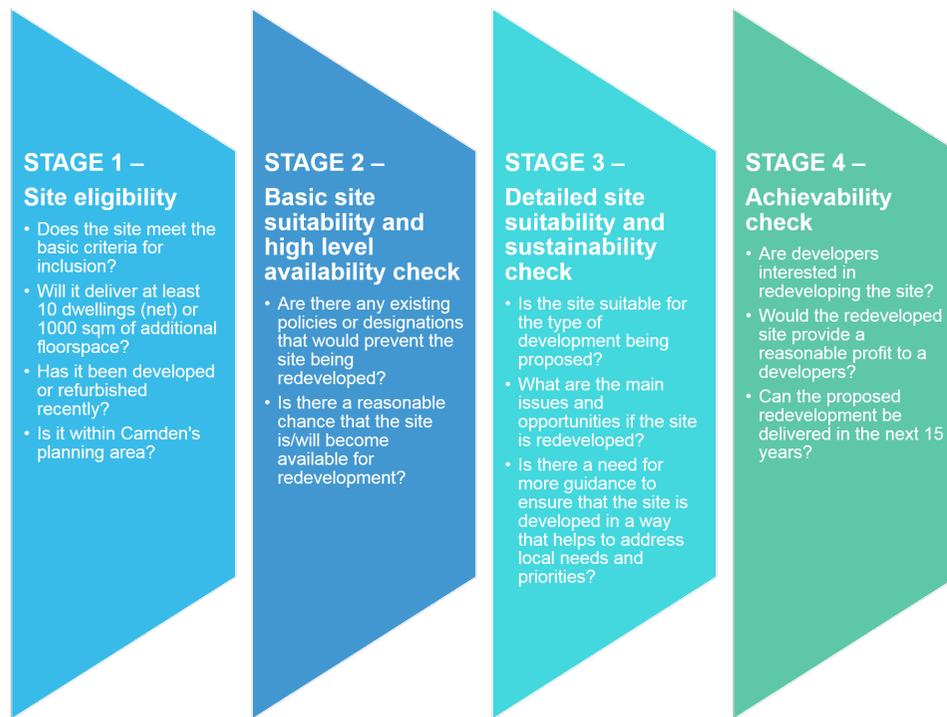


Figure 2.2: Key Assessment Stages

Question box

Q5. Do you think that the site assessment process used by the Council to review potential sites is appropriate? If not, what changes are needed and why?

What evidence documents have been used in the assessment process?

2.3 The policies in the Site Allocations Local Plan need to reflect up to date and relevant evidence about the social, economic and environmental characteristics and prospects of the area and must meet identified needs. In preparing the Camden Local Plan 2017 the Council collected a wide range of evidence. We consider that the majority of this evidence remains relevant and up to date and forms a robust basis for policies within this Plan but for some matters we recognise that there is a need to produce new or updated evidence to support the production of

this Plan. Key evidence documents that the Council intend to produce/ update include but are not necessarily limited to:

- Sustainability Appraisal
- Equalities Impact Assessment
- Habitats Regulations Assessment (Screening)
- Camden Infrastructure Delivery Plan
- Site Allocations Viability Study

The draft Site Allocations plan has been subject to a number of impact assessments, including Sustainability Appraisal (incorporating Strategic Environmental Assessment), Health Impact Assessment and Equality Impact Assessment. The Sustainability Appraisal assessed the environmental, social and economic impacts of the Plan, including an appraisal of alternative approaches for addressing a range of key plan issues.

Infrastructure study

2.4 The delivery of new infrastructure to meet the needs of the local community and business is crucial to the development of Camden as a place where everyone has a chance to succeed and where nobody gets left behind.

2.5 In 2015 the Council finalised a new Infrastructure Study. This study set out the strategic items of infrastructure needed to support growth over the lifespan of the Local Plan. It reviewed relevant infrastructure providers' plans and strategies and was informed by consultation with infrastructure providers.

2.6 Since the Infrastructure Study was completed several providers have updated their estate and service delivery plans. To ensure that the Site Allocations Local Plan is based on robust and sound evidence we have started to review the 2015 Infrastructure Study and have commissioned an

updated baseline assessment. This assessment sets out the current level of provision of each infrastructure type within the Borough as well as providing indicative commentary of future infrastructure considerations. Discussions, meetings and workshops have taken place with a variety of infrastructure providers, both within the Council and with external organisations, to develop an understanding of the current baseline infrastructure position. This baseline report is available to view on our website.

2.7 After the consultation period on the Site Allocations Local Plan has ended, we will start work on an Infrastructure Delivery Plan to identify a series of area/site specific projects to mitigate both the impact of individual sites and the cumulative impact of new growth in Camden and ensure that the infrastructure needed to support the delivery of new homes and business growth and the creation of sustainable, healthy communities is provided.



The health and social care needs of residents are changing and the way that the health service is organised means that waiting times for some services, as well as the health outcomes, vary across Camden and the wider north central London area.

To help ensure that the needs of residents are met clinical commissioning groups, local authorities and NHS providers across the north central London area have worked together to develop an area-wide Sustainability and Transformation Plan (STP). The programme of transformation set out in the STP contains four fundamental elements:

- **Prevention:** Many of the health challenges facing our population arise from preventable conditions. Increasing efforts on prevention and early intervention will improve health and wellbeing outcomes for the whole population
- **Service transformation:** There are emerging technologies and new and better ways to deliver services. To meet the changing needs of our population there is a need to transform the way services are delivered
- **Productivity:** It is recognised that working in a more collaborative way will help remove duplication, unnecessary costs and achieve efficiencies
- **Enablers:** There is a need to build capacity in digital, workforce, estates and new commissioning and delivery models to enable transformation.

Recently the STP partnership have started to undertake a locality planning exercise to ensure that the health estate is fit for purpose, cost-effective, integrated, accessible and enables the delivery of high quality health and social care services for local communities. As this work progresses the findings will feed into the infrastructure study and policies within this Plan.

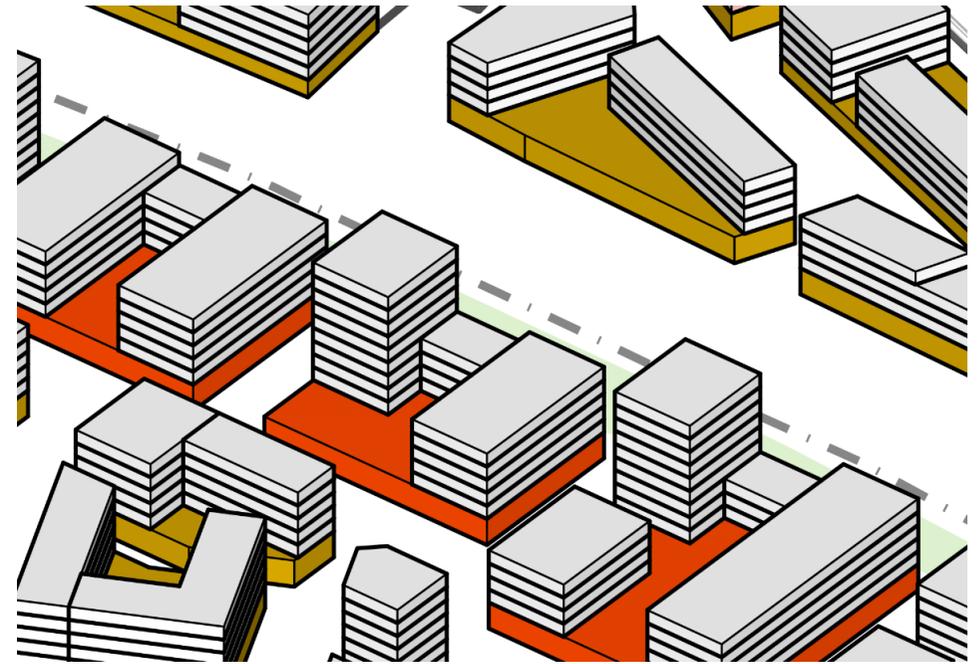
Does the plan consider/allocate sites to meet different types of housing needs?

2.8 National policy and guidance states that housing needed for different groups in the community should be assessed and reflected in planning policies. This includes, but is not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, people who rent their homes and people wishing to commission or build their own homes.

2.9 The Camden Local Plan 2017 includes a number of borough-wide policies that seek to address the specific housing needs of a number of groups in our community. These policies form part of the development plan and should be considered alongside relevant policies within this Plan when designing proposals for specific development sites.

2.10 The Council is in the process of undertaking additional work looking at the needs of specific groups. In 2019 the Council completed a detailed needs assessment for people with a learning disability. This assessment concluded that there will be a need for 26 additional self-contained supported homes by 2035. There is also a need for a replacement 'Crisis House' facility for people with mental health issues as the current facilities in the borough are not considered to be fit for purpose and need to be replaced.

2.11 An updated assessment of needs relating to older people is still emerging but there is a need for at least 40 affordable extra care units in Camden and a council commissioned nursing care home.



How has the Plan ensured that allocated sites make the most efficient use of land?

2.12 National planning policy and guidance states that plans should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

2.13 In the context of Camden the need to make efficient use of land and intensify uses on individual sites is critical given the scale of growth needed to meet the borough's need for homes, jobs and facilities and the limited amount of available land.

2.14 The Council has used a range of different information sources to help determine the housing capacity of growth areas and individual sites including the London Strategic Housing Land Availability Assessment, previous planning applications, call for site submission forms, site visits and relevant design/conservation documents. If a site has planning permission then the draft policy has generally used the permitted capacity. For sites without planning permission we have undertaken a high level desktop analysis using the information available to work out an indicative housing capacity.

Question box

Q7. Some of the policies within this Plan reference the needs of specific groups. Are there any areas or sites that you think should include set targets for a specific type of housing? If yes, please set out additional information about the site including: the policy/site assessment reference if it is an existing site or address and map showing the site boundary if it is a new site; a clear description of the type and scale of development that you believe could be accommodated on the site; and any evidence you have relating to the need for this type of housing in this area and the suitability of the suggested site.

Q8. Do you think that the approach used by the Council to determine the housing capacity of growth areas and individual sites is appropriate? If not, what changes are needed and why?

How have potential sites for new Gypsy and Traveller pitches been assessed?

2.15 The Camden Local Plan states that 16 additional pitches will be needed for Camden's established traveller community by 2031 that includes an immediate need for 7 additional pitches by 2020/21. Since the adoption of the Local Plan in 2017 there have been no planning applications submitted for potential traveller sites and no sites have been submitted to the Council to consider for future allocation. As a result the Council has not been able to identify any potential sites in this draft Plan.

2.16 Following consultation on this draft Plan the Council is intending to undertake a comprehensive review of its own land and other suggested

sites to identify potential sites for new pitches and assess whether or not they are suitable, available and achievable. An overview of the site identification and assessment process the Council intends to undertake is set out in Figure 2.3. The Council's assessment of the need for additional gypsy and traveller pitches was carried out in 2014. Since then, there have been changes to national policy, and a new draft London Plan with specific proposals in relation to gypsies and travellers. Following consultation on this draft Plan, we will also consider whether there is a need to update our assessment of the need for additional pitches.

Question box

Q9. Do you think the Council should update its assessment of the need for additional pitches?

Q10. Is the proposed approach to identify and assess sites for new gypsy and traveller pitches appropriate?

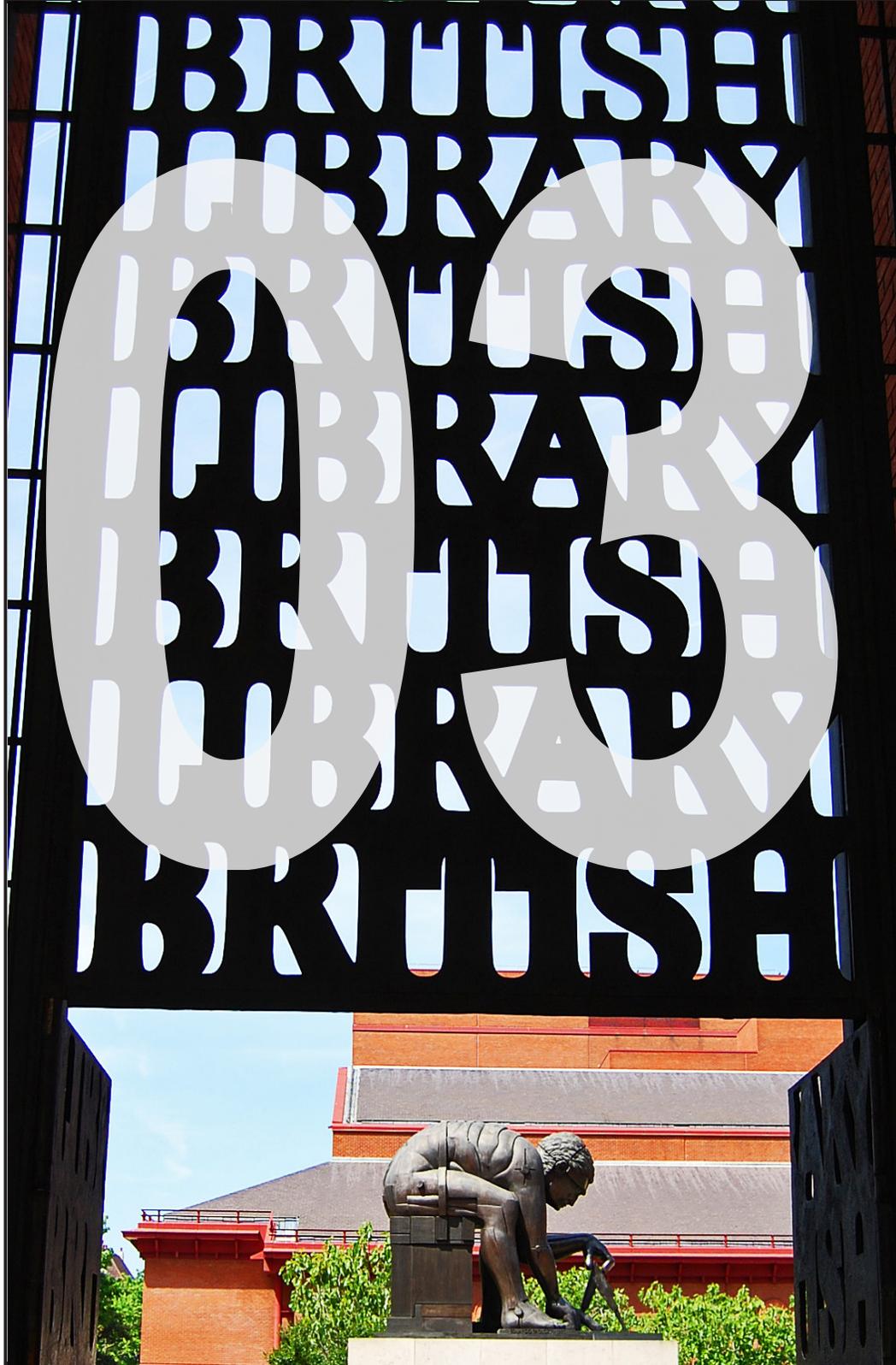
Q11. Are there any other information sources that we should be looking at to identify potential sites for new pitches?

Q12. Are there any specific sites which you think should be included within the assessment?

If yes, please set out additional information about the site including: the policy/site assessment reference if it is an existing site or an address and map showing the site boundary if it is a new site; a clear description of the type and scale of development that you believe could be accommodated on the site; and any evidence you have relating to the suitability of the suggested site for this purpose.

Stage 1: Site identification	<ul style="list-style-type: none"> ▪ Call for site submissions ▪ Council owned sites <ul style="list-style-type: none"> ❑ Focus on undeveloped land parcels, including previously developed sites and infill sites ▪ Sites put forward for consideration by communities/ key stakeholders in response to this consultation
Stage 2: Availability assessment	<ul style="list-style-type: none"> - Site status <ul style="list-style-type: none"> ❑ Is the site protected by an open space designation (e.g. park, metropolitan open land, nature conservation site?) ❑ Is the site required for an existing or alternative use? ❑ Is the site currently available/ likely to become available for development in the plan period?
Stage 3: Suitability assessment	<ul style="list-style-type: none"> ▪ Suitability assessment should be made in accordance with whether the site is capable of providing an acceptable standard of amenity for housing use, and relevant parts of: national planning policy; the emerging London Plan; and the Local Plan. <p style="margin-left: 40px;">Local Plan Policy H11 states that new sites, pitches and/or plots for travellers should:</p> <ol style="list-style-type: none"> a. be accessible to public transport, services and facilities, and be capable of support by local social infrastructure b. be capable of connection to energy, water and sewerage infrastructure c. provide safe access to and from the main road network d. support the health and wellbeing of the occupiers e. provide an appropriate layout and facilities f. be attractive and of the highest design quality g. protect local amenity and the environment
Stage 4: Achievability assessment	<ul style="list-style-type: none"> ▪ Viability/deliverability analysis
Stage 5: Overcoming constraints and Duty to Cooperate	<ul style="list-style-type: none"> ▪ If the assessment process does not identify enough sites to meet Camden's identified needs then the Council will explore whether or not potential constraints relating to availability, suitability and achievability can be overcome ▪ Discussions with other authorities under the Duty to Cooperate <ul style="list-style-type: none"> ❑ Are any other Local Authorities in the housing market area able to help meet any unmet needs for new pitches?

Figure 2.3: Site assessment process for new gypsy and traveller pitches



Knowledge Quarter

Policy KQ1 – Supporting growth in the Knowledge Quarter Innovation District

3.1 Camden has a thriving knowledge economy with world-class academic, cultural, research, scientific and media institutions and organisations. In recent years, these institutions and organisations have started to cluster in the area surrounding King’s Cross, St Pancras and Euston Stations. Supporting the future development of these industries and ensuring that local communities and other businesses in Camden genuinely benefit from new proposals is a key priority for the Council.

3.2 The Knowledge Quarter Innovation District spans from Camden Town to Holborn and Covent Garden and is home to a world-class cluster of scientific and knowledge-based institutions and companies that specialise in areas like life sciences, data and technology and the creative industries. In recent years the innovation district has seen tremendous growth due to its excellent transportation links, highly skilled workforce, high-quality office and lab spaces and enhanced retail, art and leisure offer.

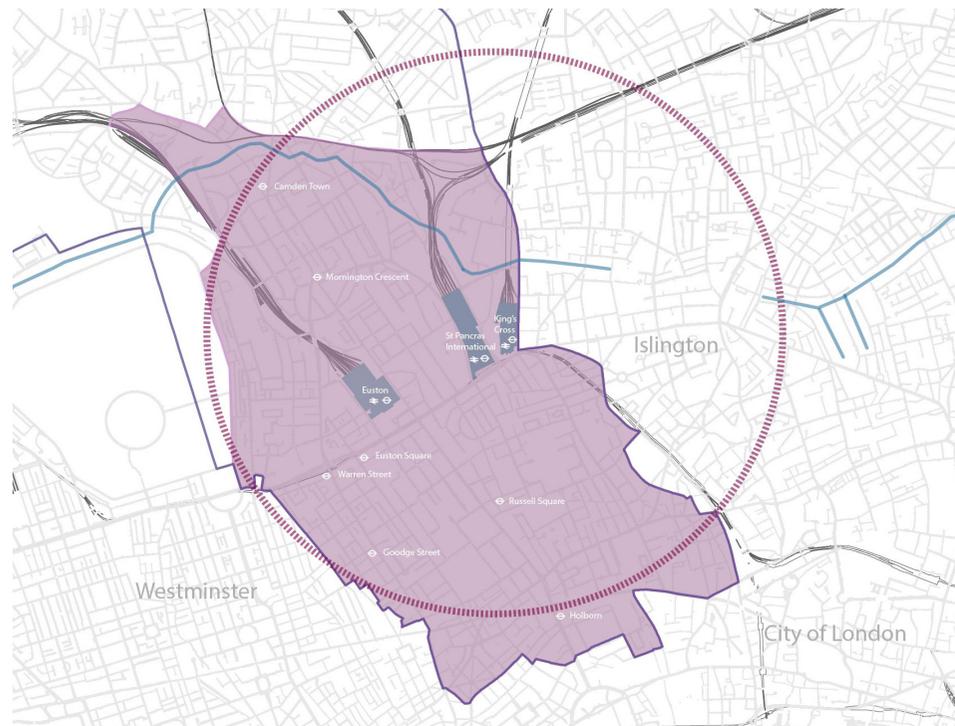
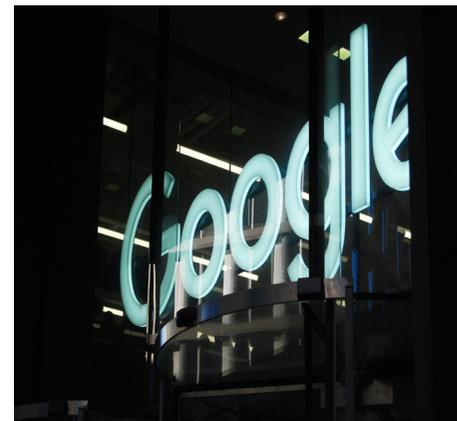


Figure 3.1: Knowledge Quarter Innovation District Map

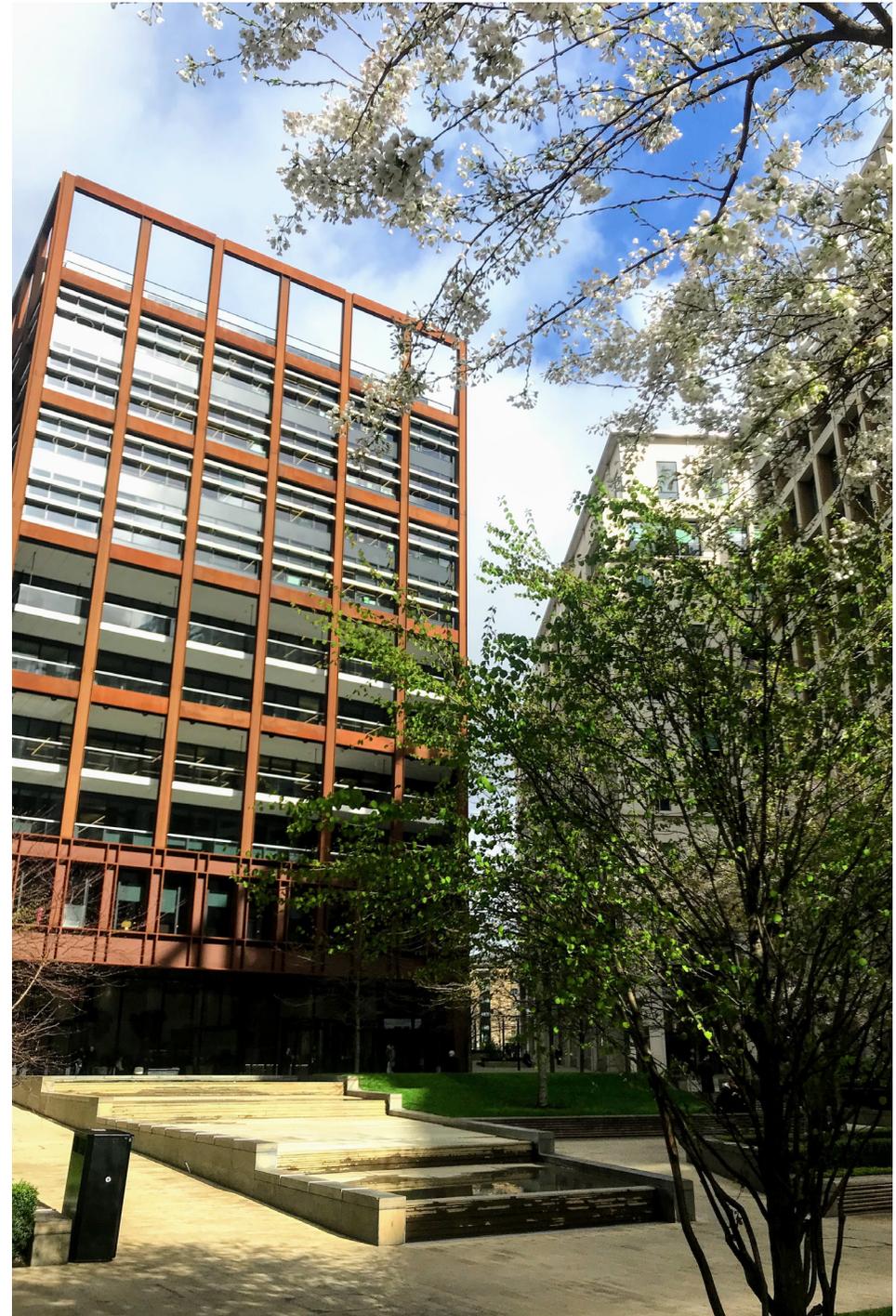


Policy KQ1

To ensure the sustainable growth and success of the Knowledge Quarter Innovation District, major proposals for additional employment, research and/or learning floorspace within it must:

- a. Demonstrate that they have been developed in a collaborative way with other key stakeholders in the wider innovation district and potentially beyond to meet the needs of the knowledge sector
- b. Be supported by evidence that the type of floorspace being provided appropriately reflects current and emerging needs of the knowledge economy and would complement and support other institutions and companies that contribute directly to the success of the innovation district
- c. Seek to prioritise the creation of suitable floorspace for priority growth sectors within the district such as life sciences, digital collections and machine learning
- d. Provide for a suitable mix of workspace types including business accelerators, start-up and move on spaces
- e. e. Ensure that buildings are designed to support future reconfiguration for different activities and where possible include flexible floorplates, plant room and mechanical and electrical systems that allow a change from offices to laboratories
- f. Ensure that at least 20% of additional employment floorspace is affordable workspace
- g. Ensure development and its occupiers contribute to reducing inequalities and increasing life chances in neighbouring communities and the borough generally through maximising social value at the planning, construction and end user phases, including supporting increased access to jobs, skills training and education opportunities. Social value frameworks should be used to secure commitments to ensure that nobody gets left behind
- h. Contribute towards the provision of new physical and social infrastructure to support the Knowledge Quarter Innovation District, such as new homes, public realm enhancements and transportation improvements including transforming pedestrian and cyclist movement within, around and across the Euston Road corridor

Development proposals for specific sites within the Knowledge Quarter Innovation District must also accord with any relevant individual site allocation. Development proposals on non-allocated sites within the area should contribute to the principles set out above where these are relevant to the development and commensurate with its nature and scale.



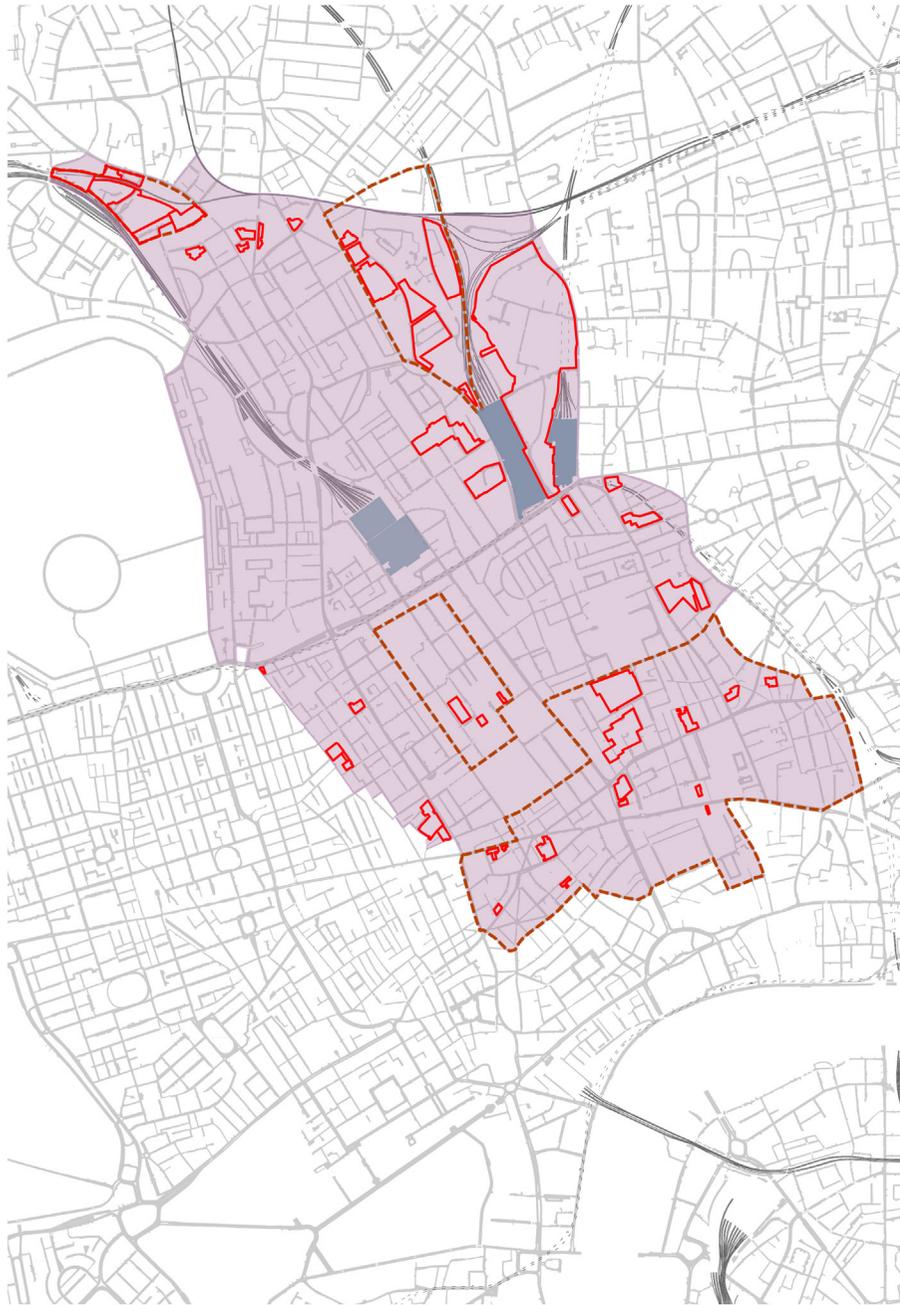


Figure 3.2: Knowledge Quarter Development Sites

3.3 Major development proposals that involve the creation of 1000sqm or more additional employment, research and/or learning floorspace within the Knowledge Quarter Innovation District (Figure 3.2) will be considered having regard to Policy KQ1, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

Knowledge Quarter Innovation District

3.4 Innovation districts are urban areas that are home to a network of knowledge-producing organisations such as teaching hospitals, universities, research bodies, cultural institutions and knowledge-intensive businesses. They bring together innovators, entrepreneurs, researchers, creatives, knowledge workers and investors to work together, to collaborate, compare and compete, creating the conditions for business growth. Examples of cross-sector collaborative projects in the Knowledge Quarter Innovation District include:

- A strategic partnership between the Public Collaboration Lab at Central Saint Martins and Camden Council. The lab explores the potential for, and value of, strategic collaboration between design education and local government and how design research and teaching can contribute to service, policy and social innovation in the local government context.

- Through the Digital Music Lab project, City, University of London's Machine Learning Group is working with UCL and the British Library, alongside Queen Mary University, to develop research methods and software infrastructure to explore and analyse large-scale music collections.
- London Metropolitan Archives worked with the London School of Hygiene and Tropical Medicine on an activity with school children about the spread of infectious diseases.

3.5 One way that we can ensure that new and existing businesses continue to benefit from collaboration opportunities is to make sure that new developments provide the type of floorspace which responds to both the current and emerging needs of the knowledge economy. These needs can only be identified by engaging with scientific and knowledge-based institutions and companies' and other key stakeholders in the Knowledge Quarter Innovation District and, if necessary, beyond.

3.6 Collaboration in the innovation district is not just reserved for office and academic space. It takes place in places like public spaces, leisure facilities, cafes and restaurants,

which is why it is important that there continues to be a vibrant mix of uses within the innovation district.

3.7 Improving the quality of place and ensuring that the Knowledge Quarter Innovation District continues to be recognised as a vibrant and distinctive place is fundamental to its success. In recent years the area around King's Cross station has been transformed, and a similar process of transformation is likely to be seen in the vicinity of Euston over the next 10-20 years. There have also been a number of smaller more incremental improvements as individual development parcels come forward. Going forward it is important that all developments, regardless of their scale, contribute towards improving the character of the area, through things like the use of innovative mixed-use building typologies, high quality architecture, enhanced public realm and the establishment of an integrated network of green and open spaces.

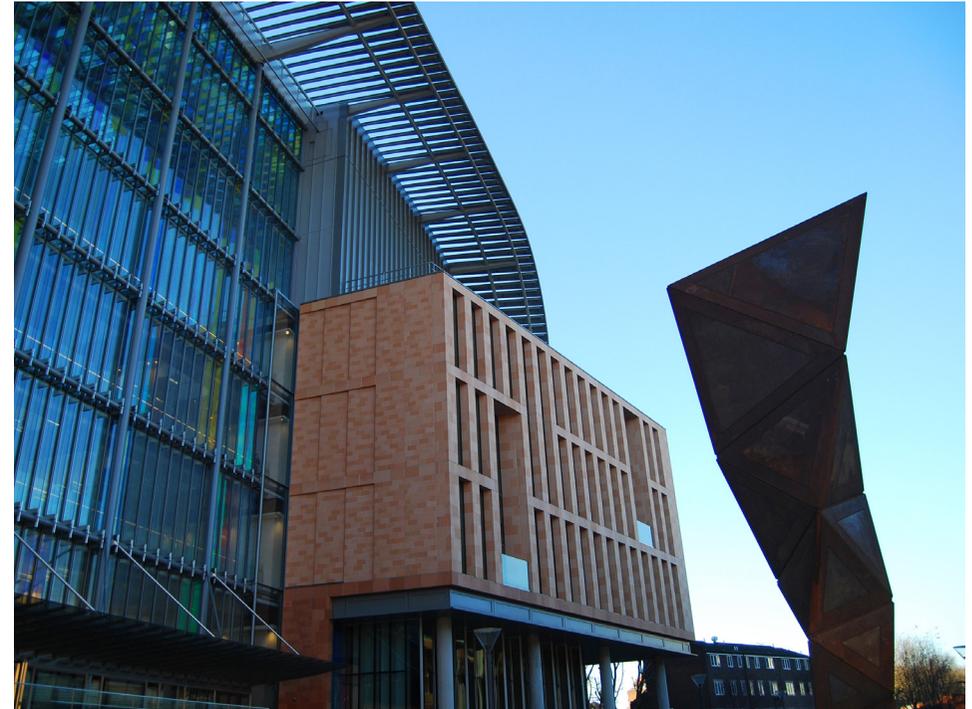
3.8 The success of the place and the mix of uses within it are not just important in facilitating the exchange of ideas, it is also about attracting and retaining talent. The kind of people tech firms want to employ like to live and be based in dense urban areas because of the access to employment options, abundant amenities and services, and a vibrant social life. At the same time opportunities must be maximised for local people to access these jobs by nurturing local talent.

3.9 The innovation district also needs to be seen as a place where people want to live. Housing matters to economic development and is seen as an essential form of supporting infrastructure within the innovation district. Access to the right type of housing, in the right location at the right price can enhance economic performance and place competitiveness.

3.10 The majority of the innovation district is either within the Central London Area or the designated town centre of Camden Town. In these locations the Camden Local Plan 2017 seeks to ensure that 50% of the additional floorspace created as a result of new developments is provided as self-contained homes. Outside of these areas within the Knowledge Quarter Innovation District the Local Plan still prioritises the delivery of housing and encourages developers to include self-contained homes in non-residential floorspace, but there is no set target. This policy seeks to reinforce this point and ensure that all major proposals for employment, research and/or learning development within the innovation district contribute towards the provision of new homes.

Science and Innovation Audit

3.11 A Science and Innovation Audit of the Knowledge Quarter area, sponsored by the Department for Business, Energy & Industrial Strategy, was completed in November 2018. The audit highlights the role of the Knowledge Quarter Innovation District as an 'incubator for the UK',



developing cutting-edge technology that is subsequently commercialised in towns and cities elsewhere. It also confirmed the area's reputation as an international player in:

- Life sciences: Emerging infectious diseases, including antimicrobial resistance; musculoskeletal pathology associated with ageing; dementia
- Cultural, scientific and heritage collections: Digital archiving, curation and publishing
- Data sciences: Machine learning, a form of artificial intelligence

3.12 The audit found that the success of the innovation district has placed multiple pressures on its infrastructure including housing, public transportation, digital and

telecommunications networks. It also identified specific needs within the innovation district:

- Low availability and high cost of appropriate commercial sites and premises
- Shortage of innovation space, especially wet-laboratory space for Life Sciences start-ups and small businesses.
- Lack of suitable move-on space
- Lack of business accelerators for start-ups and other small firms



Flexible and affordable workspaces

3.13 Workplace practices have evolved rapidly in the past decade to respond to greater use of technology, competition for talent, changes in working styles and pressure for increased productivity and cost efficiencies. Workplace flexibility has become a core part of this – but it no longer applies simply to organisational culture. Flexibility now also needs to apply to buildings themselves, which is why it is important that buildings are designed to be long life, low energy and loose fit enabling them to support future reconfiguration for different activities/users.

3.14 One way to achieve this level of flexibility is through the use of a flexible floor plate. Flexible floor plates require careful consideration of the location of fixed building

components such as lifts, service risers, plant and bathrooms.

3.15 One of the biggest barriers to new knowledge generating businesses/organisations looking to set up in Camden is the cost and availability of suitable commercial space – as well as the lack of business accelerators, move on space and sector-specific facilities such as wet labs. Ensuring that there are a range of different and affordable workspaces in Camden helps support new/emerging talent in the sector and enables existing businesses to expand and maintain an ongoing presence in the innovation district.

3.16 Affordable workspace is where rent is maintained below the market rate for that space for a specific social, cultural, or economic

development purpose. There is a degree of flexibility in how affordability can be delivered – examples include:

- An element of the space could be provided in perpetuity at 80% or 50% of comparable market values (however, for many sectors and locations in Camden rents will need to be lower than this to make them affordable to target occupiers); and
- A sponsorship programme through which a number of local businesses are able to access space at reduced rents for an agreed period.

Reducing inequalities and increasing life chances

3.17 Social value is about maximising public benefit and outcomes that support the public good. The first step in ensuring that new developments add social value is understanding the importance of local context and knowing what the needs and aspirations of local communities/users are.

3.18 Within Camden a number of local residents do not have the

skills or qualifications sought by the borough's key employers, particularly in 'knowledge-based' businesses. We want residents to benefit from the employment opportunities created by Camden's economic success by linking the efforts of the Council, schools and employers to provide local people with the skills needed to gain employment.

3.19 Opportunities for the integration of social value are usually just seen as a way of mitigating the impact of a development. However, the increased emphasis nationally towards the importance of maximising the social value of new developments has seen more developers striving to make a more meaningful contribution towards social infrastructure in the area surrounding the development.

.....

• Question box

• Q13. Do you support Policy KQ1? If not, what changes are needed and why?

• Q14. Do you think that Policy KQ1 should list specific infrastructure priorities for the innovation district? If yes, what priorities should be listed?

•



Bloomsbury Campus Area

Policy BC1 – Bloomsbury Campus Area

4.1 The Bloomsbury Campus Area extends over 22 hectares between Euston Station and the British Museum, and contains a concentration of University-related buildings and activities. The area is at the heart of higher education in Camden, providing the main base for the University of London and several member institutions including UCL (University College London), SOAS

(the School of African and Oriental Studies), London School of Hygiene and Tropical Medicine and Birkbeck.

4.2 The University provision in the Campus Area is complemented by many higher education institutions and facilities in other parts of the borough, such as the Royal Veterinary College and Central St Martins (University of the Arts),

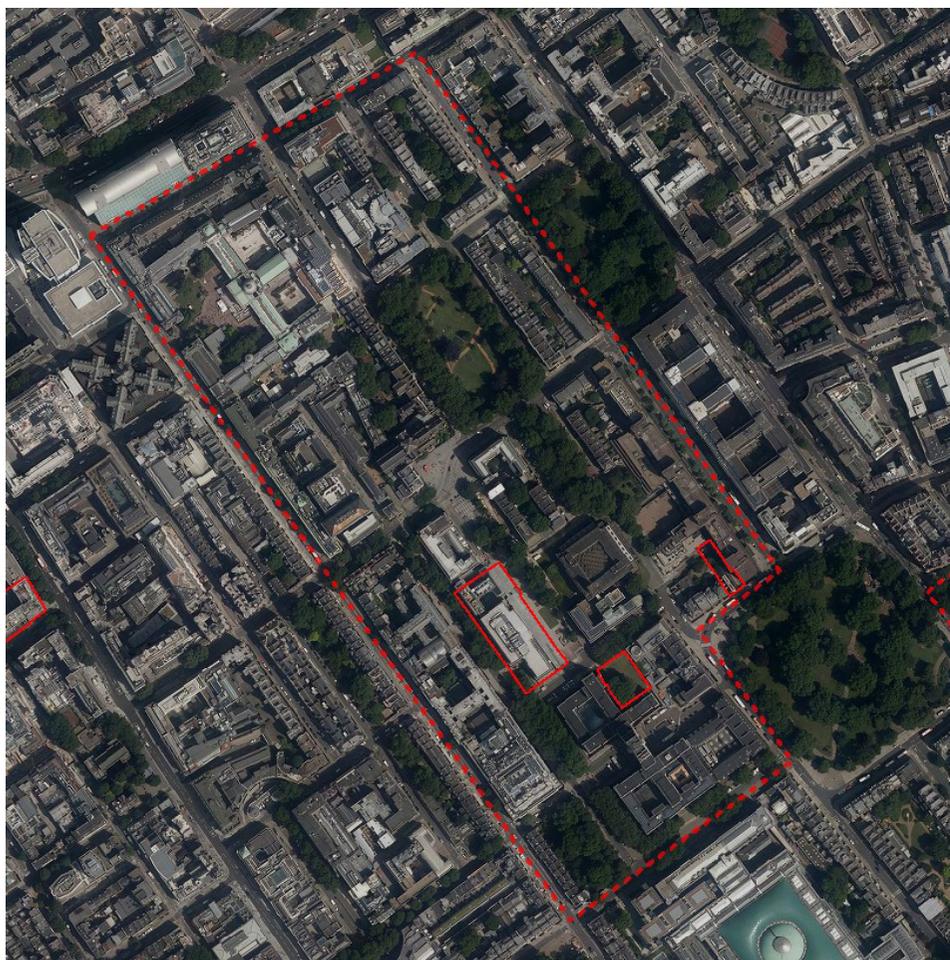


Figure 4.1: Policy BC1 - Bloomsbury Campus Area

Policy BC1

The Plan's objectives for the Bloomsbury Campus Area are that it should:

- a. Maintain and expand its role as the heart of higher education in Camden
- b. Provide attractive and stimulating spaces for learning, research, sharing ideas, socialising, and supporting students
- c. Feel welcoming and inclusive to students, workers, residents and visitors.

The Plan's priorities for development in the Campus Area are to:

- d. Consolidate and increase academic space (including student support facilities and other ancillary space) in a way that celebrates the Universities' achievements and creativity
- e. Deliver sustainable growth through collaboration across institutions to mitigate and adapt to climate change, upgrade the decentralised energy network, and reduce carbon dioxide emissions
- f. Enhance open space, streets and footpaths, creating a coherent network which is publicly accessible and animated by cafes and restaurants wherever possible and appropriate
- g. Make it easier to walk and cycle within and across the area, improving east-west links, enhancing Malet Street as a University High Street, and supporting a central focal point at Byng Place
- h. Design improvements to public spaces and walking and cycling routes to integrate with the design of the West End Project
- i. Enhance the area's rich historic and architectural character, and respect its many heritage assets
- j. Seek provision of multi-purpose facilities that are shared with other organisations and the local community as far as possible

Where higher education development is proposed in the Campus Area for the University of London or its member institutions, the Council will not require the inclusion of self-contained homes provided the development is publicly funded or serves a public purpose. We will support the development of student housing in the Campus Area to serve the University of London or its member institutions where it will not compromise meeting the need for additional academic space.

Development in the Bloomsbury Campus Area, including the development of allocated sites, must contribute to the Plan's objectives and priorities set out above where these are relevant to the development and commensurate with its nature and scale.

Area name	Bloomsbury Campus Area
Area size	22 ha

located north of St Pancras and King's Cross stations respectively. Most of Camden's purpose-built student accommodation is also outside the area.

4.3 Higher education is a major contributor to the economy in Camden and London, both directly and through its influence on other activities (e.g. attracting international businesses and generating new start-up firms). Camden's universities are a key component of the Knowledge Quarter, and are a major factor in the growth of the science and creative sectors.

4.4 The higher education sector in Camden has been expanding rapidly in recent years, and we anticipate that it will continue to do so. The University of London's Master Plan estimates that it needs an additional 74,000 sqm of floorspace in Bloomsbury up to 2036, including 31,500 sqm for the Bloomsbury institutions in the next 5 years, and acknowledges that a proportion of the overall need may have to be met elsewhere (University of London Master Plan Report January 2016). The Master Plan also projects that the number of staff and students will grow by almost 50% up to 2036.

4.5 Given the importance of the University and the higher education sector to the Camden economy, a

key objective of Policy BC1 is for the Campus Area to maintain its higher education role. The Council aims to facilitate additional provision in the Campus Area, whilst providing for the sector to meet some needs elsewhere in the Knowledge Quarter and beyond.

4.6 The continued success of the University relies on its ability to attract students, including a high proportion of international students, in a highly competitive global marketplace. With continued rapid expansion in student numbers, ensuring that learning and social spaces still work well for students will become increasingly challenging. The second objective of Policy BC1 is therefore concerned with providing places that meet student needs.

4.7 There is a significant housing population in the Campus Area, including several hundred students living in halls managed by the University or its constituent institutions, although housing density is much lower than in neighbouring areas. In the daytime and evening, the Campus Area hosts many additional students who live elsewhere and workers associated with the University or other nearby employers. The area is also popular with visitors attracted by the British Museum, other historic buildings, London Squares and the concentration

of hotels around Woburn Place and Southampton Row. Each of these groups supports a distinct range of shops, cafes, restaurants and services, while adding to the demands on streets, footpaths, open spaces, and community and leisure facilities. The third objective of Policy BC1 is therefore concerned with delivering an area that works for residents, workers and visitors as well as students.

4.8 Policy BC1 incorporates a number of priorities drawn from University-produced masterplans, including those relating to academic space, open space, sustainability, streets and footpaths, a University High Street, walking and cycling, and the area's historical and architectural character. We will expect development in the area to contribute to these priorities as far as possible, for example by increasing the visibility of teaching, learning, and creative spaces, by improving the landscaping of poor quality places such as the north end of Torrington Square and by increasing the level of public access to privately owned open spaces such as Malet Street Gardens.

4.9 The University masterplans and zero-carbon estates handbook identify sustainability as a key objective, are consistent with the priority given to sustainable growth in Policy BC1, and provide catalysts for collaboration between member institutions to tackle climate change. The University and member institutions have formed the Bloomsbury Heat and Power

Consortium, which operates a combined heat and power network (a decentralised energy network), and is planning to upgrade and expand the existing plant as one way of reducing carbon dioxide emissions. The sustainability and climate change requirements of the Camden Local Plan and the emerging London Plan will be applied to proposals in the Campus Area having regard to its particular characteristics and requirements.

4.10 The West End Project is a programme of works to the public realm west and south of the Campus Area, including works to Gower Street. The Project aims to create more people friendly streets with less traffic, lower traffic speeds, wider pavements and better public spaces. Improvements in the Campus Area to walking and cycling routes and the public realm will create an opportunity to extend the Project's principles and integrate the design of streets and spaces from Tottenham Court Road to Bedford Way.

4.11 The priority given to the historic and architectural character of the Campus Area reflects its location wholly within the Bloomsbury Conservation Area, and the wealth of listed buildings it contains, including large academic buildings and terraces of nineteenth century houses (many of which now have University-related uses). The Campus Area also encompasses a number of public and private open spaces, including Woburn Square and Gordon Square Garden, which are London Squares

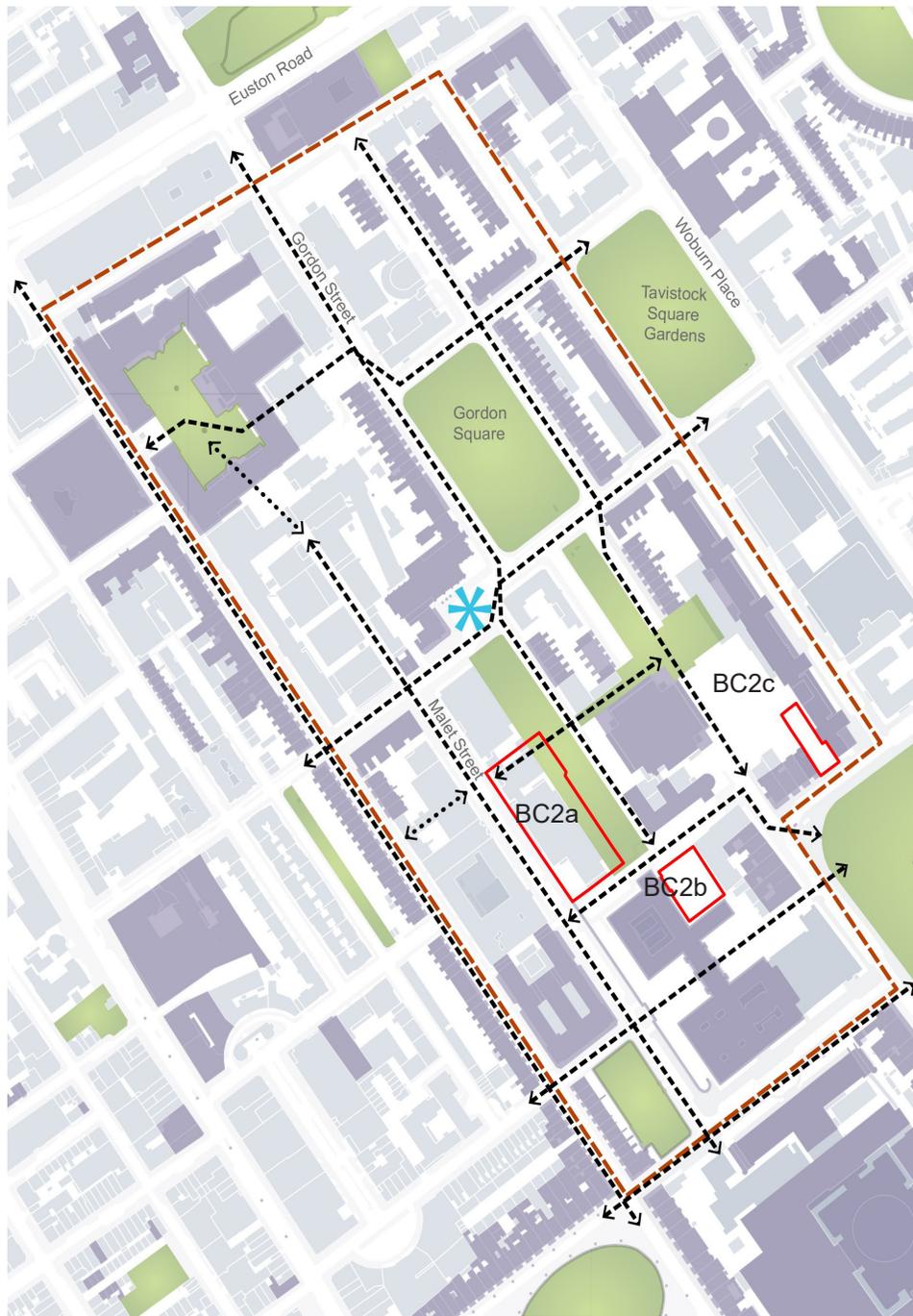


Figure 4.2: Policy BC1 - Bloomsbury Campus Area

with statutory protection. The north-eastern portion of the Campus Area is in the background of the London Plan landmark viewing-corridor from Greenwich Park (the General Wolfe Statue) to St Paul's Cathedral, and forms part of the wider setting consultation area for the view.

4.12 The Camden Local Plan and the London Plan encourage multiple or shared use of educational facilities to provide access to the wider community and for social, cultural and leisure activities. In the Campus Area, the Council will encourage higher education development that includes multi-use facilities to serve residents, workers and visitors as well as students, and potentially provide a source of income.

Housing in the Campus Area

4.13 Camden's planning policies identify self-contained housing as our priority land use across the borough. However, given the existing concentration of higher education in the Campus Area, the benefits of co-locating University facilities, and the high value/ limited supply of land, the Council will give a high priority to development of academic and ancillary facilities for the University of London. Consequently, Policy BC1 indicates that in specific circumstances we will not seek the inclusion of self-contained homes as part of development in the area.

4.14 Around a fifth of London's higher education students attend

institutions in Camden, but we estimate that less than 1% live in the Campus Area. Additional student housing would benefit the Area by increasing its sustainability and the levels of out-of-hours activity. These benefits do not outweigh the high priority we give to academic facilities for the University of London, however Policy BC1 indicates that we will support proposals for student housing in specific circumstances provided academic needs can also be met. Where these circumstances apply, we will also support suitable mixed-use proposals for academic space and student housing.



Policy BC2 Development sites in the Bloomsbury Campus Area

4.15 Within the Bloomsbury Campus Area there are a number of development sites. These sites are listed in Figure 4.3. We consider that Policies KQ1, BC1 and the Camden Local Plan 2017 provide a robust

basis for considering proposals for development in these locations. As such the Plan does not include a detailed allocation policy for these sites and seeks to allocate them through Policy BC2.

Policy BC2

Sites identified in Figure 4.3 will be safeguarded for the use(s) for which they have been allocated.

Allocation reference	Site name	Proposed uses
BC2a	Birkbeck College, Malet Street	Higher education (academic and ancillary space)
BC2b	Senate House (NE quadrant), Malet Street	Higher education (academic and ancillary space)
BC2c	20 Russell Square	Higher education (academic and ancillary space)

Figure 4.3: Site allocations in the Bloomsbury Campus Area

4.16 Proposals for sites identified in Figure 4.3 will be considered having regard to Policies BC1 and BC2, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

match more closely the scale and form of neighbouring buildings on the Torrington Square frontage. At the southern end of the site, adjacent to Senate House, there may be potential to infill a planted area located where part of Birkbeck's main building steps back from the alignment of the buildings to the north on Malet Street.

4.17 The Plan allocates the Birkbeck site in Malet Street for development based on two opportunities to provide additional space. At the north end of the site, adjacent to the University of London Union, there is a 1960s block which has potential for infilling or redevelopment to

Question box

Q16. Do you support Policy BC1? If not, what changes are needed and why?

Q17. Is the boundary shown in Figure 4.2 appropriate in the context of Policy BC1? If not, what changes are needed and why?

Q18. Are there any other key sites which should be referred to in Figure 4.2? If yes, please include additional information about the site. If it is a site which has been discounted by the authority during the assessment process please state the site reference and name. If the site is a new site please state the site address, a clear description of the type and scale of development that you believe could be accommodated on the site, and if possible attach a site plan.

4.18 The Plan also allocates two sites in the Campus Area identified by the University of London as opportunities to provide additional space. The first is a grassed area north of Senate House (a Grade II* Listed Building) which could provide a new fourth quadrant as envisaged by the original design for the building. The mature tree on this site has a high amenity value, and in accordance with Local Plan policy, proposals involving the loss of this tree should be supported by evidence showing that the harm from its loss is outweighed by the benefits of the development, and be mitigated by replacement planting of equivalent value nearby. The second site is a vacant plot at 20 Russell Square, flanked on the west by an early nineteenth century terrace and on the east by the brutalist twentieth century building (respectively Grade II and Grade II* Listed Buildings). Development of this site would close a gap in the frontage on the north side of the Square.

4.19 The University and its member institutions regularly review development opportunities and priorities, and update their masterplans. We are aware of this ongoing process, and understand that firm proposals are likely to emerge for other sites during preparation of this Plan and throughout the Plan period. We have drafted Policy BC1 to provide broad objectives and priorities rather than site-specific requirements so that it remains suitable for the assessment of development proposals that may emerge elsewhere within the Campus Area.

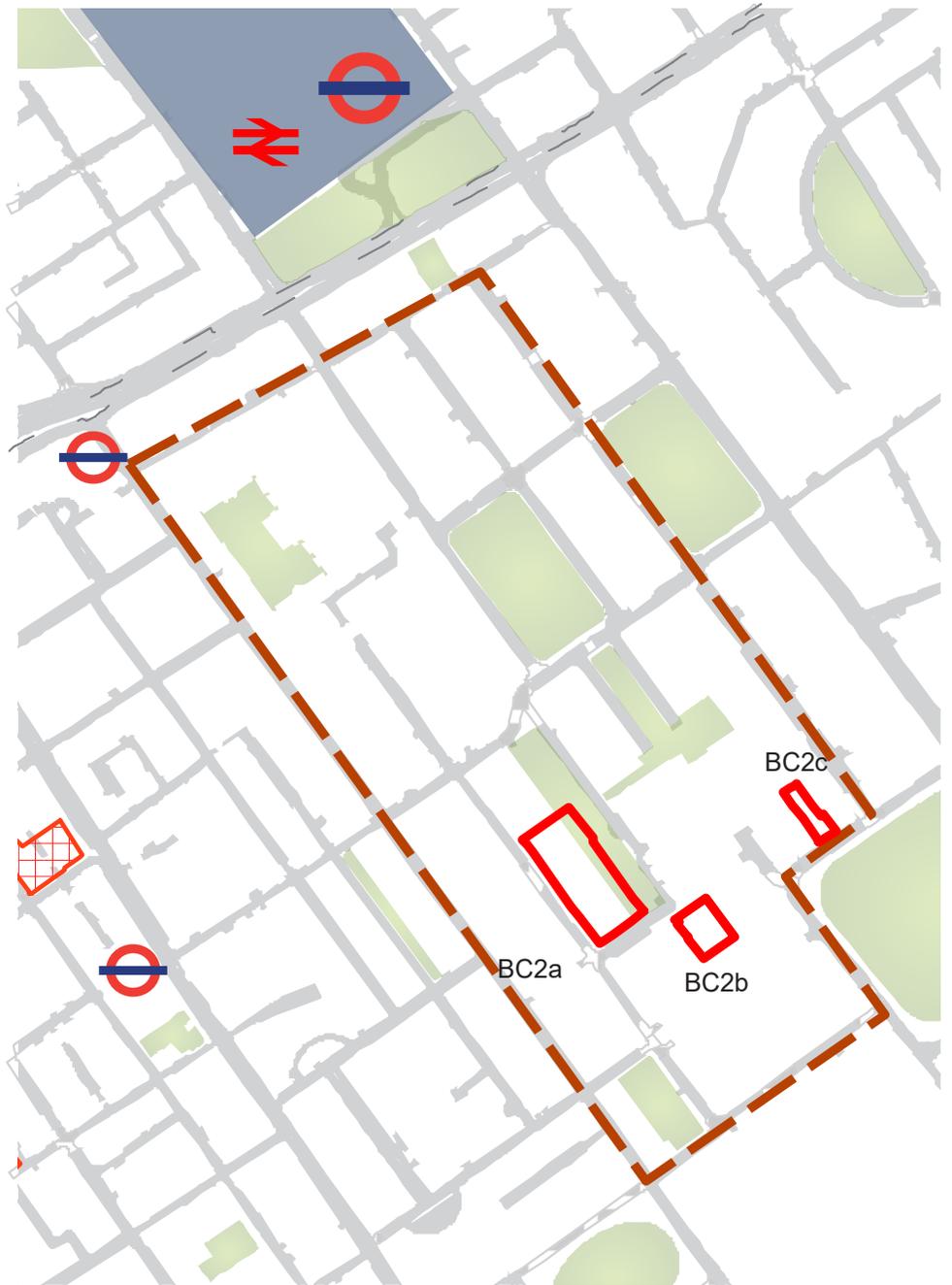


Figure 4.4: Policy BC2 - Bloomsbury Campus Area

Question box

Q19. Do you support Policy BC2? If not, what changes are needed and why?

Q20. Are the boundaries shown in Figure 4.4 appropriate in the context of Policy BC2? If not, what changes are needed and why?



Camden Goods Yard

Policy CGY1 – Camden Goods Yard Area

5.1 Camden Goods Yard is located on the edge of Camden Town. The area consists of several key development sites including Morrisons Supermarket, Juniper Crescent, Gilbey's Yard and sites along Chalk Farm Road. The size of the area and the level of developer interest make it one of the few remaining opportunities in Camden to create an entirely new mixed-use neighbourhood.

5.2 The scale of development proposed in this area is likely to take some time to be delivered. Temporary ('meanwhile') uses should be used, prior to and during construction, to ensure productive use of otherwise unused land in a way that is beneficial to the area and local communities.

5.3 Developers will also be expected to take into account the Camden Goods Yard Planning Framework supplementary planning guidance which amplifies the policies in this Site Allocations document and the adopted Camden Locwal Plan.

5.4 Proposals for this area will be considered having regard to Policy CGY1, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

An inclusive, mixed-use place with a confident identity

5.5 New development should have an assured and positive identity

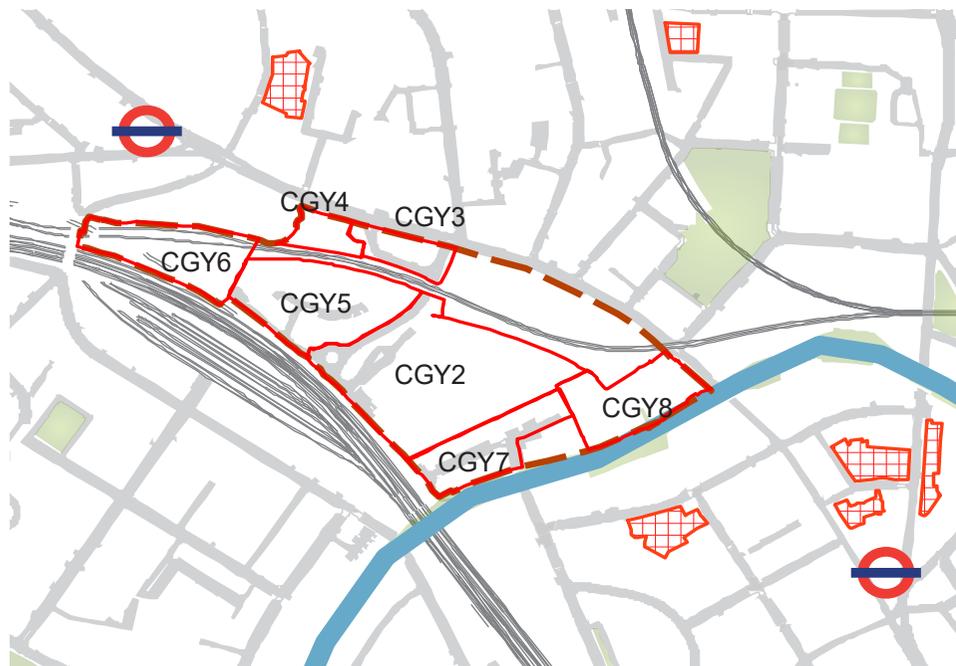


Figure 5.1: Policy CGY1 - Camden Goods Yard Area

Policy CGY1

The Camden Goods Yard 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 in the area and provide a range of retail and employment spaces. To ensure that the area will realise its full development potential, proposals within this area must:

- Demonstrate how they have been prepared in an integrated way to optimise the use of land and coordinate development proposals through engagement with adjacent landowners and key stakeholders including local residents and businesses
- Build on the innovative and creative economy and spirit of Camden Town, providing jobs and opportunities, diversification of the town centre's retail offer and an appropriate range of employment spaces, which respond to local economic context and need
- Deliver high quality, healthy and inclusive neighbourhoods with exemplary urban design and architecture with new streets and spaces, while taking account of all aspects of local character
- Responding appropriately to the predominant scale and heights of the surrounding townscape and preserve or enhance local heritage assets and their settings, in particular The Roundhouse, the Interchange building and The Winding Vaults.
- Draw upon and celebrate the area's industrial, canal and transport heritage in the design of new development and take opportunities to raise understanding and appreciation of surviving assets and their history
- Protect the view designated by the London View Management Framework from Parliament Hill summit to the Palace of Westminster and take into account locally significant townscape views and views to/from surrounding conservation areas
- Be a pioneering green and environmentally sustainable environment with high-quality green infrastructure, attractive, inclusive and welcoming areas of public realm, buildings which target zero emissions and waste minimised during the construction and operation of development
- Deliver carbon neutral development by incorporating the highest practicable standards of sustainable design and construction with provision of area-wide district heating and cooling systems

- i. Deliver the social infrastructure, including public art, to support the new living and working population of the area with particular attention given to the needs of children and young people and older age groups and the ability of development to promote the health and wellbeing of residents as well as workers
- j. Reduce vehicle movements across the area by greater use of sustainable modes of transport, the reallocation of road space and reduction of parking
- k. Improve connections across the area, providing new and improved walking and cycling routes in a safe, legible and accessible public realm environment with priority given to the creation of a new spinal route connecting Oval Road with Regent's Park Road and Primrose Hill via Juniper Crescent; the delivery of a new connection from Camden Lock Place and improved access to/from Chalk Farm Road and Juniper Crescent to neighbouring sites
- l. Provide a compatible mix of uses in the area, designed to mitigate impacts on the amenity of existing and future residents and businesses
- m. Fully assess the effect of new development on existing entertainment and cultural uses in the area and vice versa, with potential impacts addressed through design, with off-site mitigation secured as a last resort in accordance with the agent of change principle
- n. Create an environment that is safe and welcoming by day and night by considering design and layout, appropriate land uses and community safety measures, while avoiding intrusive gating and railings

Development sites within the Camden Goods Yard Area, must, in addition to meeting the criteria for the specific site policy, accord with the criteria of this area-wide policy, except where this would not be commensurate with the nature or scale of an individual scheme.

Area name	Camden Goods Yard
Area size	9 ha
Indicative housing capacity	1200

drawing on the area's rich legacy of industrial, railway and canal heritage and Camden's distinctive cultural energy, community and creative spirit. The Goods Yard area is large enough that it can create a character of its own but should still feel like it belongs to this part of Camden and be contextual within its setting, particularly in locations where it connects with existing neighbourhoods. Existing densities throughout much of the area are low and there is significant scope for intensification and a more efficient use of land with a better mix of uses.

5.6 Achieving optimal capacity and a truly sustainable place is considered to be contingent on strong collaborative working by individual developers across land ownerships at all development stages from conception to implementation. This Plan and the Planning Framework document identify a variety of social, green and transport infrastructure interventions that the Council considers to be vital in supporting sustainable growth. Many of these opportunities can only be realised through parties working together and therefore the Council will seek to resist proposals where evidence of such cross-boundary approaches cannot be demonstrated or proposals would be prejudicial to realising the optimal outcomes for the area.

5.7 The Goods Yard area will be expected to deliver new residential-led neighbourhoods through redevelopment of the Morrison's site and possible estate regeneration

schemes at Juniper Crescent and Gilbey's Yard, with a significant number of new homes and affordable homes. The Council will give priority to securing permanent self-contained housing (Use Class C3) and the mix of housing on larger sites could include supported housing for people with specialist needs in line with the Camden Local Plan.

5.8 Development should bring together existing and new communities, support health and wellbeing, and promote inclusive, cohesive and resilient communities where facilities and services can be accessed by all. Within the markets and along Chalk Farm Road, the priority will be to intensify commercial uses taking into account the specific context, heritage and character of these areas. Provision of housing within the established markets is recognised as being more difficult to achieve on-site, therefore multi-site approaches to providing additional housing should be considered in accordance with the Council's mixed-use policy (H2). Delivering significant amounts of additional housing in Chalk Farm Road is also considered to be challenging because of exposure to noise generating uses and activities and an off-site contribution to housing may be required.

5.9 Proposals for sites in the Camden Goods Yard area should be informed by comprehensive community engagement that allows existing residents to influence emerging proposals in a meaningful

way and at the right time.

5.10 The Morrisons superstore, the markets and Chalk Farm Road are situated within Camden Town Centre, the largest town centre in the Borough, a growing and dynamic centre of employment and a renowned tourist destination. Development in

the Goods Area can help to widen the retail offer by providing goods and services aimed at local residents and workers and within the market, additional space for makers and traders could be offered. The majority of additional retail space, including re-provision of the supermarket, is expected to come forward on the Morrisons sites.

5.11 Parts of the area closest to Chalk Farm Road, and Chalk Farm Road itself, are considered to be the most appropriate locations for providing new workspaces and office accommodation. A diverse range of commercial uses should be provided to complement new housing that builds on the innovative and creative economy of Camden Town. This

includes provision of affordable workspace, light industrial workshops, small units for start-ups and move-on space so that businesses can remain in Camden Town and grow.

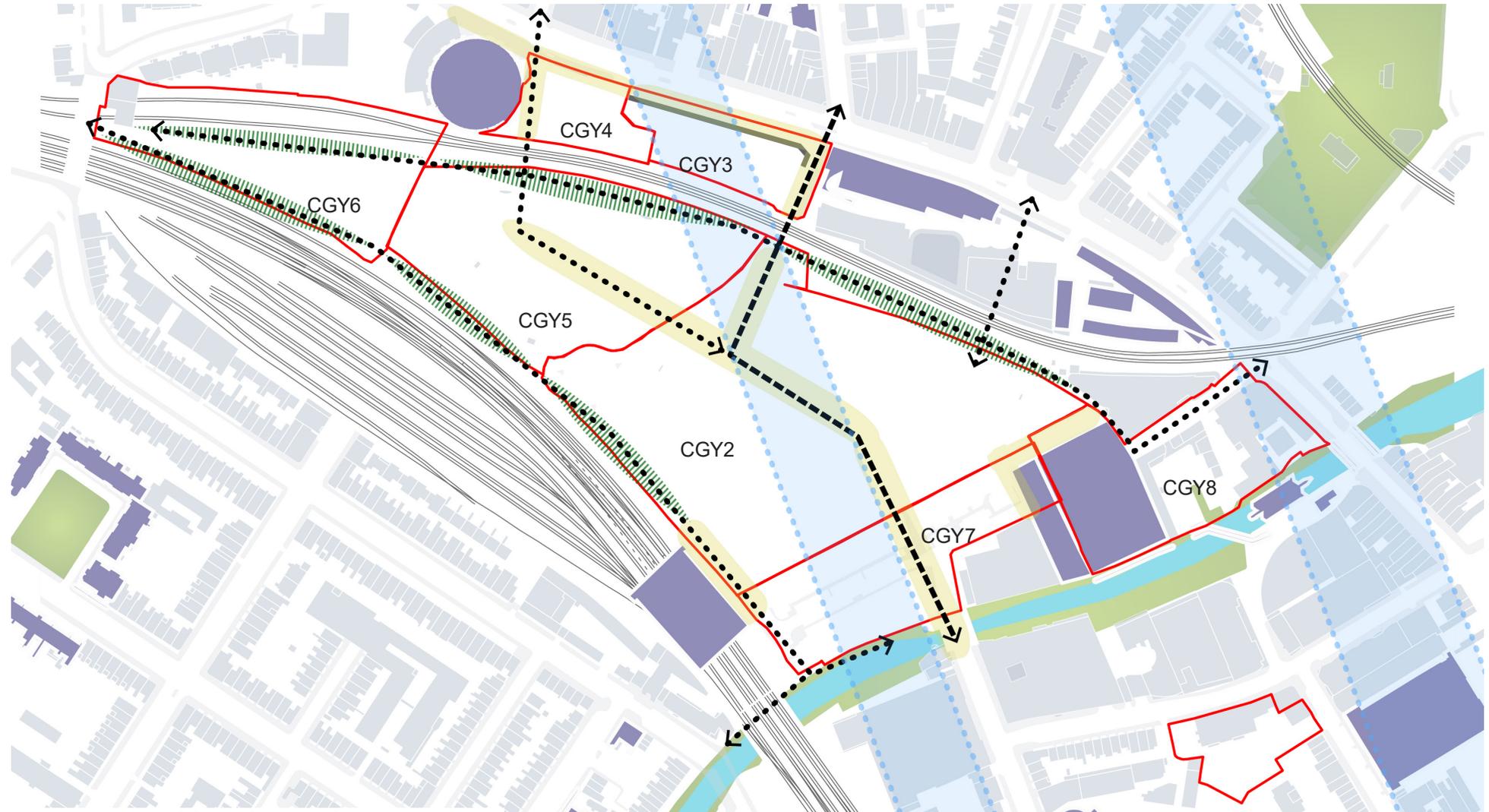


Figure 5.2: Policy CGY1 - Camden Goods Yard Area

An area that celebrates its rich heritage with exemplary urban design and architecture

5.12 Creating new neighbourhoods and developing sites in an important historic location demands urban design and architecture of the highest standard that creates a welcoming series of neighbourhood places. Designs must be informed by the appearance, culture and history of the Goods Yard and respond positively to the varied townscape of the wider area and preserve or enhance the setting of heritage assets. Where development meets existing neighbourhoods, it should integrate coherently with comfortable transitions, in terms of building layout, street pattern and design response, to create a continuity of place, with easy to use connections and a quality of design making it easy to find your way around.

5.13 Adjacent to the Goods Yard area is a varied built and natural environment which includes a number of conservation areas and heritage assets. This includes the sensitive setting of the Regent's Canal. The Camden Goods Yard Planning Framework supplementary planning guidance shows where these assets are located, including sightlines of assets which it is desirable to protect. The Council will particularly welcome proposals that deepen and spread appreciation of the area's national and local importance in terms of the evolution of canal and railway transport.

5.14 There is a designated view

in the London View Management Framework from Parliament Hill summit to the Palace of Westminster that passes through the area. The Goods Yard is also present in a number of other long distance views and local street scenes, as set out in the Planning Framework supplementary planning guidance.

A place that is well connected and accessible to all, promotes health and wellbeing and is environmentally sustainable and responsible

5.15 New development allows for a transformation in the way the area works and performs in environmental terms. Proposals should be future proofed, low impact and achieve the highest environmental standards as well as being healthy and inclusive places to live.

5.16 Access to green space and nature has an important influence on people's sense of wellbeing and life chances. Proposals will be expected to integrate open space and greenery and depending on the size of site, offer a range of experiences and benefits. In particular, the Council wishes to see high quality social space for older children and young people which the area lacks.

5.17 Developments can also help to make connections with wildlife corridors in the wider area. Particular opportunities include securing the proposed 'Highline' for people and wildlife being promoted by the local Business Improvement District linking

King's Cross and Camden Town and creating a strong green corridor along the railway edges. Applicants will be expected to apply the Mayor of London's 'Urban Greening Factors' to green infrastructure planning and site design.

5.18 We will also expect opportunities for renewable energy generation and district heating and cooling to be maximised in this area - for example heat from supermarket cooling and cooling utilising the canal.

5.19 Important social infrastructure needs are considered to be flexible community spaces, particularly for young people, community food growing facilities, provision for sport/

leisure and public toilets which should include 'Changing Places' provision. The Council will also seek contributions towards public art in line with local policies and guidance.

5.20 The area is highly orientated to the needs of vehicular traffic with limited consideration given to pedestrians and cyclists. Pedestrians and cyclists should be prioritised in development proposals and the area become one that is easy to navigate. Priorities for better connections include: delivering better links with Oval Road and the Regent's Canal towpath; realising a link with Regent's Park Road/Primrose Hill (subject to the development of the Network Rail site); delivering a much more



clearly defined connection between the markets and wider Goods Yard area; and improving access to the existing Morrisons site from Chalk Farm Road and Juniper Crescent. A further possible route which should be assessed is the creation of a new link from 100 Chalk Farm Road to Juniper Crescent, if redevelopment of the estate occurs. The Council's Cycling Action Plan identifies Chalk Farm Road as a 'primary' cycling corridor requiring separation of cyclists from vehicular traffic. A scheme is proposed for completion between 2022/23 and 2024/25.

An environment that feels safe and welcoming by day and night

5.21 It is expected there will be a clear transition from more commercially orientated development in the core of the Town Centre, with its established 24 hour economy, into areas with a more residential character.

5.22 The Morrisons supermarket site has been identified in supplementary planning guidance (CPG: Town centres and retail) as a 'sensitive frontage' meaning that there are restrictions on food, drink and entertainment uses to limit their impact. The layout and design of development will be key to managing impacts from noise. In line with the agent of change principle, the party responsible for a change should also be responsible for managing the impact of that change, proposals must include noise mitigation measures to ensure that the ability of existing premises to operate effectively is not

adversely affected with the applicant of any scheme responsible for any mitigation costs.

5.23 There are particular problems associated with alcohol consumption and drug dealing in Camden Town linked to the very high number of visitors. Community safety can be promoted through good design and natural surveillance. These measures should help overcome the need for more invasive security measures such as gating which restricts the benefits of social interaction and creates a lasting perception of an area being unsafe.

Question box

Q21. Do you support Policy CGY1? If not, what changes are needed and why?

Q22. What do you think the infrastructure priorities should be for this area allocation and why?

Q23. Is the boundary shown in Figure 9.1 appropriate in the context of Policy CGY1? If not, what changes are needed and why?



Policy CGY2 – Morrisons Supermarket

5.24 Morrisons supermarket is a key site in the delivery of the Council's aspirations for the Camden Goods Yard area as set out in Policy CGY1 above, in terms of its location and the scale of opportunity it presents. There is an existing planning permission on this site.

5.25 Proposals for this site will be considered having regard to Policy CGY2, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

Policy CGY2

The Morrisons supermarket site is allocated for housing-led redevelopment providing housing, employment/retail uses and supported by a range of social, transport and green infrastructure. Development must be in accordance with Policy CGY1 – Camden Goods Yard Area, and in addition must meet the following requirements specific to this site:

- a. Create a new mixed-use neighbourhood with a minimum of 500 new homes across a range of types and tenures, including on-site affordable housing supported by a range of new employment uses, including affordable workspaces and workshops/maker spaces
- b. Retain/ reprovide a supermarket and provide new small-scale retail and food and drink uses that add variety to the Camden Town Centre offer and are suitable for the site's status as a 'sensitive frontage'
- c. The new neighbourhood will have a character of its own and should make sense of the site's history as a goods yard and celebrate its industrial heritage. A programme of archaeological investigation will be required as part of a development scheme to establish the extent of any remains of interest
- d. Successfully integrate with existing neighbourhoods and address the sites current separation, including provision of an attractive and inviting gateway from Chalk Farm Road with removal of the retaining wall that supports the supermarket car park, and the provision of improved links with the markets.
- e. Provide safe and legible pedestrian and cycle routes throughout the site, assisting the Council's ambition of delivering a wide spinal route for pedestrians and cyclists from Oval Road/Gilbey's Yard to Juniper Crescent

- f. Provide high-quality public realm with good natural surveillance and a range of open spaces and community facilities. Open space should include areas for wildlife and the creation of green routes along the railway edges
- g. Deliver a substantial reduction in car parking spaces on the site, fully recognising people's changing shopping habits and growing environmental concern about the need to limit unnecessary journeys by car. The Council will also seek measures to minimise the impacts of deliveries and servicing as well as drop-off and collection by buses and taxis.
- h. Explore the feasibility of relocating bus services to maximise accessibility and reduce negative impacts on residential amenity and the public realm
- i. Provide support for new residents and businesses on the site to develop into sustainable communities
- j. Undertake engagement with HS2 Ltd to coordinate the phasing of construction works

Site address	Morrison supermarket, Chalk Farm Road NW1 8EH
Site area (ha)	2.5 ha
Proposed uses	Self-contained homes, employment (offices and maker spaces), retail, food and drink, community and leisure uses
Indicative housing capacity	573 additional homes

5.26 The permitted scheme (2017/3847/P) would deliver 573 homes. Should an alternative proposal come forward, it is important that this significant contribution to the Council's housing supply is maintained given the Borough's acute housing needs and therefore we would resist a scheme proposing fewer than 500 permanent self-contained homes (Use Class C3). We would also wish to see the proportion

of on-site affordable homes secured via the extant permission maintained or increased.

5.27 The policy requires a range of commercial unit types and sizes, which include provision of affordable workspace. Priority will be given to small-scale light industrial and maker spaces and accommodation for growing creative businesses as

these are considered to be particularly important to meeting local needs. The Council will also negotiate a package of skills, training and procurement measures to ensure the construction process and end uses will benefit local people and businesses.

5.28 It is recognised that the majority of retail floorspace will be taken up by the reprovided supermarket, however this could be accompanied by small and independent stores catering to the needs of residents and workers within the Goods Yard area, including limited provision of food and drink uses. Cafés and restaurants are considered to be suitable food and drink uses, although their number and size should be limited given the 'Sensitive frontage' designation. Public houses (Class A4) and hot food takeaways (Class A5) will not be supported as these uses are already well represented in the core of the Town Centre.

Achieving a unique character with references to the past

5.29 The design approach for the site should lead to the creation of a new piece of Camden Town with well-defined streets and spaces and a variety of building forms and types, with individual buildings having their own architectural character while clearly part of a coherent whole. Contemporary, original design will be supported but this should be contextual to its setting by responding positively to the qualities of the wider area.

5.30 The new neighbourhood should have a strong identity in its own right but one that is influenced by Camden Town's alternative and artistic culture, its improvisation and creativity to ensure it feels part of this setting. The disposition of uses across the site and variety of buildings, routes and spaces will help bring this site to life.

5.31 Development will be expected to take opportunities to reference both local and lost heritage features, particularly the site's industrial and transport infrastructure and to express and interpret the heritage significance of the Goods Yard. Development can also help to better reveal and enhance the setting of neighbouring historic assets, for example through consideration of layout to open up new sightlines and glimpses. The Council will also support 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'.

5.32 In view of the important history of the Goods Yard, archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and recorded as appropriate.

Infrastructure to support development

5.33 The new neighbourhood must give priority to walking 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. The place as a whole should be instinctively easy to understand and navigate and the principles of Transport for London's 'Healthy Streets' applied.

5.34 A key objective for the Council is to improve the relationship the site enjoys with Chalk Farm Road and the Town Centre (which land within the allocation for the Petrol Filling Station site will also assist) by the provision

of an attractive and inviting gateway. This can be achieved by the removal of the existing retaining wall that runs along the main access road and repaving and widening of pavements.

5.35 The Petrol Filling Station site (Policy CGY3) lies at the threshold of development proposals for the main supermarket site and therefore public realm improvements in this area need to be coordinated across both sites. The permitted scheme envisages the reconfiguration of the existing junctions with Chalk Farm Road and alterations to the traffic signalling. These improvements would allow a



Figure 5.3: CGY2 - Morrisons Supermarket

direct vehicular route to Ferdinand Street and improvements for cyclists.

5.36 The Council's Planning Framework identifies the benefits of creating a spinal route to connect Oval Road/Regent's Canal, via Gilbey's Yard, with Juniper Crescent and onwards to Regent's Park Road and Primrose Hill. Development will be expected to deliver part of this spine. Similarly, the possibility of making new links with the Regent's Canal should be explored.

5.37 The listed Interchange building is included within the site boundary for Policy CGY8 Camden Lock Market. Restrictions on building directly over the Horse Tunnel Market mean that this corner of the Morrisons site is likely to be a suitable location for providing public open space. The Council considers this part of the site to be strategically important in accommodating a new connection with Camden Lock Market, via the side of the Interchange building (see also Policy CGY8).

5.38 The Council will require public open spaces of varying scale and character, that provide a range of experiences and activities, and which are inclusive, accessible and safe. We will give priority to the provision of green amenity areas and play space for the full range of ages, including dedicated space for young adults who can be underserved. Open spaces should be connected by legible and attractive green routes with trees and planting provided throughout

the development and as an integral part of building design with generous provision of garden spaces, roof gardens and green roofs/walls.

5.39 Planting of a linear route along the edge of the West Coast Main Line will be sought. A similar opportunity at the side of the North London Railway could potentially provide a more extensive area of greenspace with a route from Chalk Farm Road to The Interchange, connecting with the emerging 'Highline' proposal for a natural green walk along the railway viaduct.

5.40 New housing and commercial uses will be expected to be car-free in line with Camden Local Plan Policy T2. Undertaking's will also be sought to substantially reduce the car parking provided for the supermarket, through actively supporting and enabling modal shift amongst customers. Further detail is provided in supplementary planning guidance: chapter 5 of the Council's Transport CPG. As part of any provision we would expect to secure a proportion of spaces with electric vehicle charging points.

5.41 The bus stands and turning area are currently a dominant feature. The Council would like to see a sustainable long-term solution to minimise the environmental impacts of bus movements on residential amenity and the public realm. The Council will expect applicants to engage with neighbouring landowners and other relevant stakeholders, to establish

the optimal location for the stands to reduce their visibility and ensure they do not unacceptably intrude upon people's experience and enjoyment of moving through a proposed scheme, including alternative locations outside the site.

5.42 A particular concern among existing residents of neighbouring estates are the impacts arising from the drop-off/pick-up of taxis. Currently patrons of late-night venues are collected from the Morrisons car park. This is not ideal as it brings late-night noisy activity into an otherwise quiet area. The developer will be expected to undertake cross-boundary liaison with local residents and stakeholders to find suitable measures for controlling late-night movements.

5.43 The new neighbourhood should provide ample opportunities for residents and workers to meet, gather and interact and share experiences. The Council will expect the developer

to provide a detailed Community Support and Engagement Plan that develops a community vision and purpose for the neighbourhood, 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 also consider engagement with communities on neighbouring sites in the wider Goods Yard area and beyond.

5.44 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.

.....
Question box

Q24. Do you agree with Policy CGY2? If not, what changes are needed and why?

Q25. Is the boundary shown in Figure 9.3 appropriate in the context of Policy CGY2? If not, what changes are needed and why?
.....

Policy CGY3 – Morrisons Petrol Filling Station

5.45 The site is located within the designated Camden Town Centre and contributes to the fragmentation of the Town Centre frontage.

5.46 Its relationship with neighbouring land at 100, 100a and 100b Chalk Farm Road is poorly resolved with an area of scrubland and substation located at their interface which presents a poor appearance. The area around the Petrol Filling Station is dominated by vehicles and the gyratory and the pavements are in places narrow, resulting in a poor environment for pedestrians and cyclists.

5.47 There is an extant planning permission for the redevelopment of this site, forming part of the wider Morrisons scheme (2017/3847/P).

5.48 Proposals for this site will be considered having regard to Policy CGY3, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

5.49 This site occupies a prominent location at the entrance to the wider Goods Yard and has an important relationship with a number of adjoining

sites, where future development proposals may come forward. The existing layout is convoluted with extensive space given over to the petrol station forecourt, the gyratory and an area of unattractive scrubland providing a poor relationship with 100 Chalk Farm Road. The quality of architecture of any future scheme is likely to be an important factor in expressing the site's status as a 'gateway' to the Goods Yard area and ensuring a positive relationship with historic buildings within the Stables Market nearby and the listed wall of the former goods yard.

5.50 The access road to Morrisons and Juniper Crescent falls within Morrisons ownership so it is likely that any proposals for this site will need to be carefully coordinated in connection with a future redevelopment scheme for the supermarket. Due to the potential scale of redevelopment this involves, improvements to the junction with Chalk Farm Road will be necessary. The Council wishes to see this give greater priority for cyclists with better conditions for pedestrians from the removal of street clutter, better crossings and widening of pavements. Any junction design will need to be agreed with Camden highways officers and Transport for London. It should also be noted that

Site address	Morrisons Petrol Filling Station, Chalk Farm Road NW1 8EH
Site area (ha)	0.3 ha
Proposed uses	Employment (offices), retail, food and drink

Policy CGY3

Redevelopment of the site will be supported to provide a mix of uses. The Council requires a employment-led development with retail and café/restaurant uses at ground floor level. An element of permanent self-contained housing may also be supported subject to a good standard of amenity being provided. Development must be in accordance with Policy CGY1 – Camden Goods Yard Area, and in addition must meet the following requirements specific to this site:

- Create a new inviting gateway for pedestrians and cyclists to the wider Camden Goods Yard area through the design of this site. In addition to public realm improvements, the removal of the gyratory, the repurposing of road space and traffic management measures will be supported subject to a satisfactory evidence-based junction design
- Provide architecture of the highest standard which acts as a visible marker for the entrance to the wider Goods Yard
- Be successfully integrated with adjoining land (and future proposals) for 100, 100a and 100b Chalk Farm Road to allow development to be optimised and the townscape along Chalk Farm Road to be enhanced, with the area of scrubland developed subject to the consented youth space being reprovided elsewhere. This should draw on the historic context and character of this part of the Town Centre and carefully consider the impact of development on locally important views and the setting of the Horse Hospital/Stables Market and listed walls
- Setback the building line along Chalk Farm Road to deliver a widened pavement, providing an improved route towards Chalk Farm Road station
- Contribute to a more engaging frontage on the south side of Chalk Farm Road drawing on the historic context and character of this part of the Town Centre
- Work with relevant landowners and stakeholders to help facilitate better connections with Juniper Crescent, in the event of large-scale redevelopment coming forward
- If the petrol station is reprovided, the Council will support proposals where it is appropriately integrated into a wider development scheme, the space it occupies is reduced and consideration is given to future modes of vehicle power

the Council's Road Safety Action Plan identifies the junction of Chalk Farm Road and Ferdinand Street as the highest ranking 'node' (junction) in terms of the need to address casualties from traffic accidents and impacts on vulnerable road users.

5.51 Under existing Camden Local Plan policies, additional non-residential floorspace also generates a requirement for permanent self-contained housing in Use Class C3.

5.52 The Council will expect landowners and developers for this site and 100, 100a and 100b Chalk Farm Road to work together to ensure optimal layout of the two sites, a higher quality townscape and better management of areas of public realm/open space. Development of the scrubland at the junction of these sites is supported to deliver more coherent development along Chalk Farm Road; however, provision of a youth space secured through the wider Morrisons consent will need to be reprovided.

5.53 The potential redevelopment of Juniper Crescent housing estate must also be considered as there is an opportunity to provide a new link and access from Chalk Farm Road. A developer will be expected to engage with relevant landowners and help to facilitate this connection through the provision of land and/or a financial contribution.

5.54 The extant permission includes reprovizion of the petrol station. The Council will support the removal of this facility providing the potential impacts are fully assessed in line with Camden Planning Guidance: Transport. Where reprovizion does occur, the facility must integrate well with the wider development. The Council will also expect measures to support a shift away from vehicular travel and the lowering of carbon emissions.

Question box

Q26. Do you agree with Policy CGY3? If not, what changes are needed and why?

Q27. Is the boundary shown in Figure 9.4 appropriate in the context of Policy CGY3? If not, what changes are needed and why?

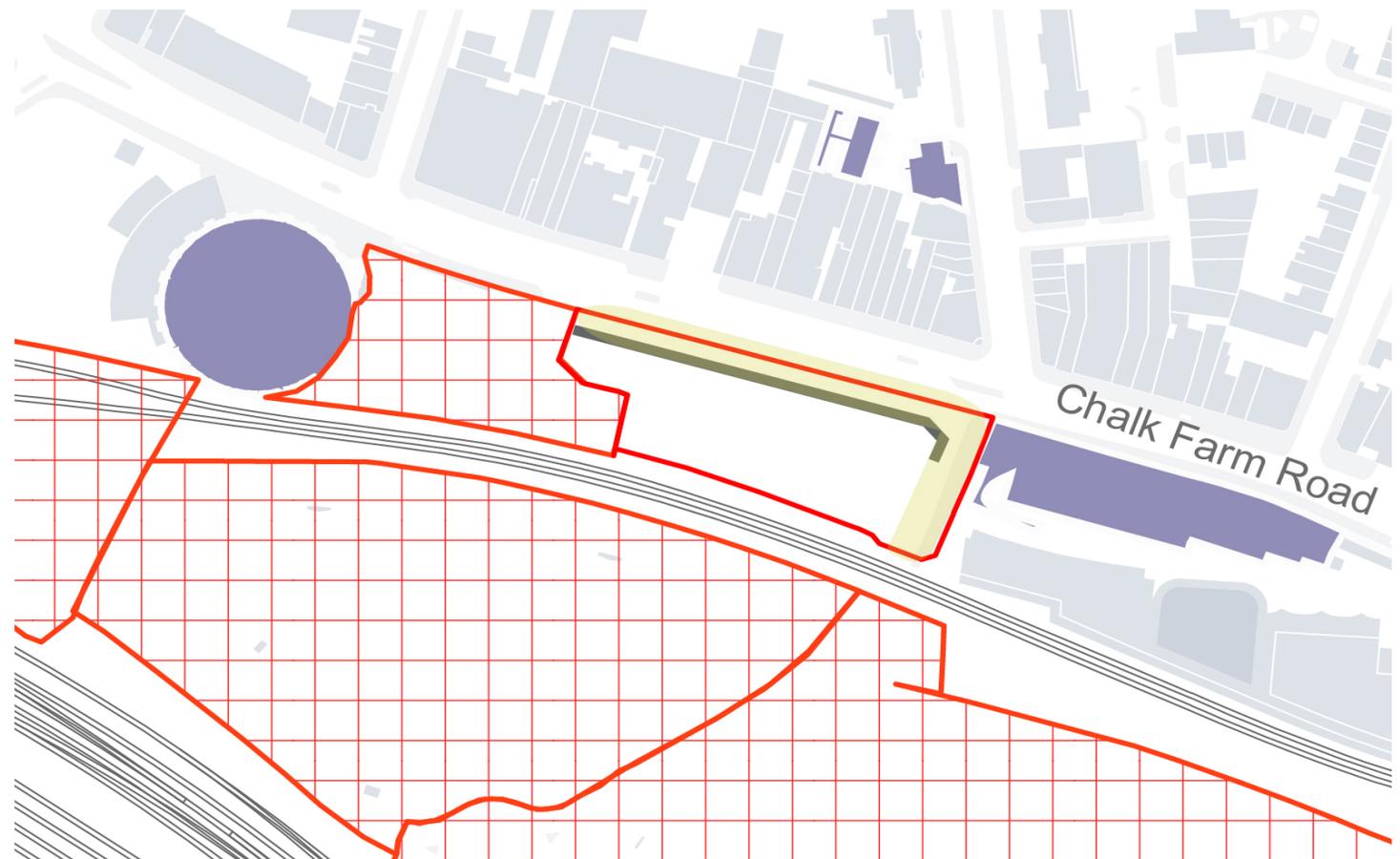


Figure 5.4: CGY3 - Morrisons Petrol Filling Station

Policy CGY4 – 100 Chalk Farm Road

5.55 This site is on the western side of Chalk Farm Road within Camden Town Centre, consisting of three commercial buildings, with surface and underground car parks to the rear. A large 1970s office building faces onto Chalk Farm Road which has no reference to its context and no engagement with the street.

5.56 The southern side of Chalk Farm Road, including this site, forms a secondary shopping frontage; its fragmentation detracting from the character and vitality of the Town Centre. The North London railway viaduct is located behind the site, separating it from Juniper Crescent housing estate, to which Policy CGY5 relates.

5.57 Proposals for this site will be considered having regard to Policy CGY4, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

5.58 The Council considers that this site could be redeveloped to support a variety of uses subject to the existing amount of employment

floorspace being reprovided in line with Local Plan policy. 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.

5.59 The size of the site means that development could potentially be arranged across a number of buildings with the spaces in between becoming an important element to the acceptability of the design approach. The Council would expect development to be set back to allow a widened pavement along Chalk Farm Road and additional tree planting.

5.60 A potential opportunity is the creation of a new access from Chalk Farm Road to the Juniper Crescent housing estate, in the event that large-scale redevelopment of the estate comes forward. The Council will expect applicants for this site to explore the feasibility of providing a new connection and engage with neighbouring developers to ensure its future delivery is not prejudiced. An access through this site or a financial contribution may be required.

Site address	100, 100a and 100b Chalk Farm Road NW1 8EH
Site area (ha)	0.3 ha
Proposed uses	Employment (offices), retail, food and drink

Policy CGY4

An employment-led development will be supported. Complementary town centre uses should be provided as a means of activating the street and adding to the character and diversity of Camden Town Centre.

An element of permanent self-contained housing is also appropriate but should not detract from employment provision in this location or undermine the achievement of a strong town centre frontage. Development must be in accordance with Policy CGY1 – Camden Goods Yard Area, and in addition must meet the following requirements specific to this site:

- a. B1 floorspace should be reprovided in line with the Camden Local Plan's employment policies
- b. Be of a high-quality design that is appropriate to the high street location and which responds to the area's historic context with attractive amenity spaces provided to meet the needs of residents and workers
- c. The applicant will be expected to work collaboratively with relevant stakeholders, to appraise the feasibility of delivering improved access to Juniper Crescent housing estate in the event of its redevelopment occurring. The design and layout of any scheme must consider how this estate may change to ensure optimal benefits across sites.
- d. The applicant must also consider how the relationship with neighbouring land to the east, including the Petrol Filling Station, can be enhanced, taking into account 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
- e. Assess the impact of proposals on locally important views of which those with the Roundhouse and Stables Market/Horse Hospital are particularly critical.
- f. Development must enhance the gap adjacent with the Roundhouse and enhance its setting by opening up views of this heritage asset.
- g. Ensure that existing night-time entertainment uses, in particular the neighbouring Roundhouse venue, are not adversely affected by development on this site, with mitigation measures secured as a last resort in line with the agent of change principle
- h. Remove existing car parking and enter into a 'car-free' obligation for the site.

5.61 Proposals should also deliver a successful relationship and transition between this site and adjoining land which is presently occupied by the vehicular access road to/from the Morrisons supermarket and the Petrol Filling Station. The area of scrubland on the boundary presently provides very limited public benefit or in terms of biodiversity. The Council also wishes to see the co-design of proposals and master planning across these sites, with the layout of development addressed to deliver a

better relationship between buildings and land uses and to facilitate better management and ownership of open spaces and public realm.

5.62 A key objective is to improve the setting of the Roundhouse and better reveal its distinctive profile, while ensuring it can continue to be read as a separate entity in the townscape. This may be achieved through the setting back, or splaying of the building line and creating new open space.

5.63 An important issue is the challenging local noise environment and an unacceptable impact on the continuing operation of The Roundhouse must be avoided. The Council will expect deployment of appropriate design solutions to resolve potential noise impacts such as use of winter gardens, orientation and arrangement of uses. In line with the agent of change principle, the party responsible for a change should also be responsible for managing the impact of that change, proposals must include noise mitigation measures

to ensure that the ability of existing premises to operate effectively is not adversely affected with the applicant of any scheme responsible for any mitigation costs.

5.64 In line with Policy T2 of the Local Plan, the Council will seek to remove the on-site parking.

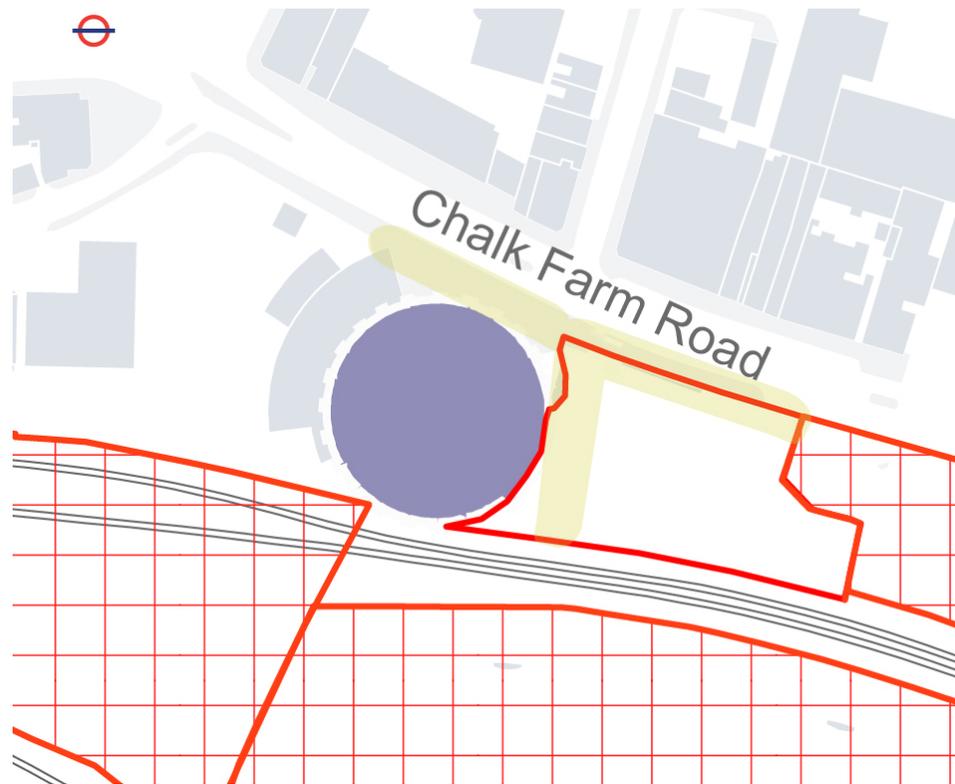


Figure 5.5: CGY4 - 100 Chalk Farm Road

Question box

Q28. Do you agree with Policy CGY4? If not, what changes are needed and why?

Q29. Is the boundary shown in Figure 9.5 appropriate in the context of Policy CGY4? If not, what changes are needed and why?

Policy CGY5 – Juniper Crescent

5.65 Juniper Crescent housing estate comprises of 3-4 storey flats and houses arranged around a central courtyard, public open space and play facilities.

5.66 The primary landowner, One Housing Group, has been leading a consultation and engagement exercise with the residents of both Juniper Crescent and Gilbey's Yard about improving the standard of existing homes. One option involves the full redevelopment of the estate providing replacement accommodation and additional homes.

5.67 As a pre-condition for funding support from the Mayor, housing regeneration schemes are subject to a ballot of residents.

5.68 Proposals for this site will be considered having regard to Policy CGY5, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

5.69 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 demolition or rebuild of part or all of the estate and the range of outcomes sought by this policy is contingent on a forthcoming ballot of local residents.

5.70 Taking into account the established residential communities and the age and condition of the housing stock, demolition of existing homes will only be considered where there is a clear case for redevelopment that delivers regeneration benefits for the estate and the wider area. The exact number of homes that can be provided will also be dependent on a full appraisal of the impacts of development on heritage assets, views and the surrounding townscape. The proximity of this site to The Roundhouse means that the impact on views of this asset are particularly important.

5.71 The Council would support the inclusion of private homes, as this is likely to help fund the provision of high-quality replacement homes and maximise the delivery of affordable housing. For the additional floorspace proposed, we will expect 50% of this to be provided as affordable housing in line with Policy H4 of the Camden Local Plan. The Council expects redevelopment proposals to fully consider the site layout and design of individual homes to ensure that the accessibility needs of older residents and people experiencing mobility impairments are met.

5.72 An extension of Camden Town Centre into this location is not considered to be appropriate; however, commercial uses at ground floor level, such as maker spaces or a café, or community facilities will be

Policy CGY5

A housing-led redevelopment of Juniper Crescent delivering significant regeneration benefits for the estate and wider Goods Yard area will be supported, subject to demonstrable public support. Development must be in accordance with Policy CGY1 – Camden Goods Yard Area, and in addition must meet the following requirements specific to this site:

- 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 in line with Policy H4 of the Camden Local Plan. Complementary employment, retail (A1), cafe or community uses will be supported at ground floor level which interacts with principal streets and spaces and overlooks building entrances
- b. Ensure there is no net loss of socially rented accommodation and that all existing households receive suitable replacement accommodation as demonstrated by evidence from a needs-based assessment
- c. The Council will give particular priority to securing larger-sized socially rented homes (with 3 or 4 bedrooms) and sufficient levels of wheelchair accessible homes
- d. Landowners/developers will be expected to work together to address the estate's physical separation with neighbouring land by improving sightlines into the estate, delivering the new routes sought by Policy CGY1 Camden Goods Yard and by the use of urban design that expresses the site's historic role as part of the Goods Yard
- e. Be a healthy and green environment which retains/reprovides and enhances open space and play facilities for residents
- f. The location of bus stops/stands should be reappraised in conjunction with proposals for the Morrisons supermarket site
- g. Improve community safety through natural surveillance of entrances/exits to the estate and homes/apartment blocks
- h. Develop a strong community engagement strategy both during construction works to minimise the impacts of development and construction on residents and to support the development of a sustainable community following completion of the build programme

Site address	Juniper Crescent housing estate
Site area (ha)	1.3 ha
Proposed uses	Self-contained homes, small-scale employment space and community uses
Indicative housing capacity	290 additional homes (410 total)

supported to enliven key streets and spaces.

5.73 Juniper Crescent is currently arranged around a central space and turns its back on the access road (from Chalk Farm Road) and neighbouring sites. While this has tended to protect residential amenity, it also has the effect of restricting any views into the site and the high retaining wall lining the access road forms a physical barrier contributing to an inhospitable environment in this area. Redevelopment proposals must ensure that development faces onto streets and be based on more contemporary urban design principles, such as connectedness and permeability (how people move from one location to another).

5.74 Infrastructure priorities are considered to be improving access to the estate from Chalk Farm Road via

a new link, removal of the retaining wall that blocks views into the estate and the creation of a spinal route for pedestrians linking Oval Road/Gilbey's Yard with Regent's Park Road/Primrose Hill, via Juniper Crescent

5.75 The estate will be expected to be a healthy and green environment with generous provision of public open space, greenery and trees with an appropriate range of play facilities. This should include quiet, tranquil areas. Additional open space will be sought in line with anticipated increases in the resident and worker population.

5.76 An objective of Policy CGY2 Morrisons supermarket is to evaluate where the optimal location is for providing bus stops and stands. The Council considers that land on the edges of Juniper Estate has

a role to play in addressing this situation. The developer must engage with applicants for the Morrisons supermarket site, Transport for London and the Council to explore how bus services for the Goods Yard area can best be delivered.

5.77 The entrances to the estate feature gates and railings in response to issues around anti-social behaviour and the entrances to individual homes are sometimes obscured by walls/fences, parking and bin stores. The Council wishes to see the community safety issues reappraised as part of a redevelopment scheme with consideration given to good design and natural surveillance being used as tools to prevent crime, in preference to the current measures.

5.78 A key objective for the Council is that the effects of redevelopment on the existing community are managed effectively with a 'right to stay' provided for social housing tenants. We will expect the developer to provide a detailed decant and rehousing strategy which explains how households can be rehoused in accommodation that is suitable for their needs and any temporary moves that may be needed during the build

programme. Residents should have the opportunity to be fully engaged with all aspects of the estate's regeneration including the detailed design of buildings, spaces and community uses and arrangements for managing construction work.

5.79 The Council will also 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.

5.80 As stated in Policy CGY2 Morrisons supermarket, the access road is safeguarded to enable construction work associated with High Speed Two (HS2). The cumulative impact and timings of HS2 works and individual schemes within the Goods Yard area will need to be carefully considered.

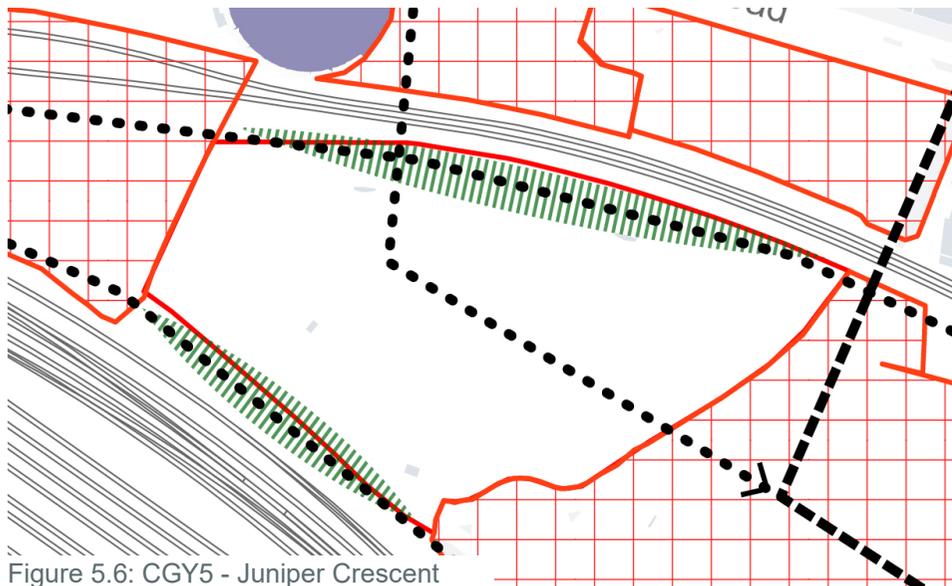


Figure 5.6: CGY5 - Juniper Crescent

Question box

Q30. Do you agree with Policy CGY5? If not, what changes are needed and why?

Q31. Is the boundary shown in Figure 9.6 appropriate in the context of Policy CGY5? If not, what changes are needed and why?

Policy CGY6 – Network Rail Site at Juniper Crescent

5.81 The Network Rail site at Juniper Crescent (shown in Figure 5.7) is currently safeguarded to support High Speed Two (HS2) construction works and 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 Network Rail (2017/1211/P). There are also various cabins and machinery used to support railway maintenance works. Furthest from the access gate are the platforms of the former Primrose Hill station.

5.82 Proposals for this site will be considered having regard to Policy CGY6, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

5.83 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.

5.84 It is recognised that in the short to medium term the site may be required for project and construction teams associated with the HS2 project. Whether or not 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 would also help to safeguard the reopening of Primrose Hill station, should this be a viable option in the future.

5.85 Permanent employment uses and permanent self-contained housing will be supported on this site, subject to an acceptable scheme in townscape terms which considers the impacts on locally important views – especially of The Roundhouse, any continuing operational railway use and the amenity of local residents and future occupants of the scheme. It is suggested that a scheme with a minimum of 50 homes could be delivered, subject to the area retained by Network Rail. It is also considered that this site may have a role in helping to address the issues identified about bus stops and stands in Policies CGY2 Morrisons supermarket and CGY5 Juniper Crescent. The operational area could support a bus turning area at the end of the existing access road.

5.86 The site is immediately adjacent to the West Coast Main Line. Therefore noise mitigation measures are likely to be required. In connection with proposals for the Morrisons supermarket site, the Council wishes to establish a green corridor along the edge of the railway which can act as a buffer and habitat for wildlife.

Policy CGY6

The site continues to perform an operational role for the railway; however, it is also of strategic importance in helping to facilitate access to Regent's Park Road and Primrose Hill.

The Council would support railway use being maintained but wishes to see a link for pedestrians and cyclists provided from Oval Road to Primrose Hill via this site. We would also support permanent office (B1a) or light industrial uses (B1c) and/or housing where this results in a compatible mix of uses. Development must be in accordance with Policy CGY1 – Camden Goods Yard Area, and in addition must meet the following requirements specific to this site:

- a. Provide types of office or light industrial floorspace and housing which 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. b) Work with adjoining landowners and the Council to establish an inclusive route to Regent's Park Road
- c. c) Give careful consideration to the design and layout of development, particularly where it meets Juniper Crescent
- d. d) Include soundproofing measures given the proximity to the mainline railway.
- e. e) Provide a green corridor adjacent to the West Coast Mainline with potential to connect with planting along the edge of the Morrisons supermarket site

Site address	Network Rail Land at Juniper Crescent
Site area (ha)	0.9 ha
Proposed uses	Self-contained homes, employment (offices/ light industrial), operational railway use
Indicative housing capacity	50 additional homes

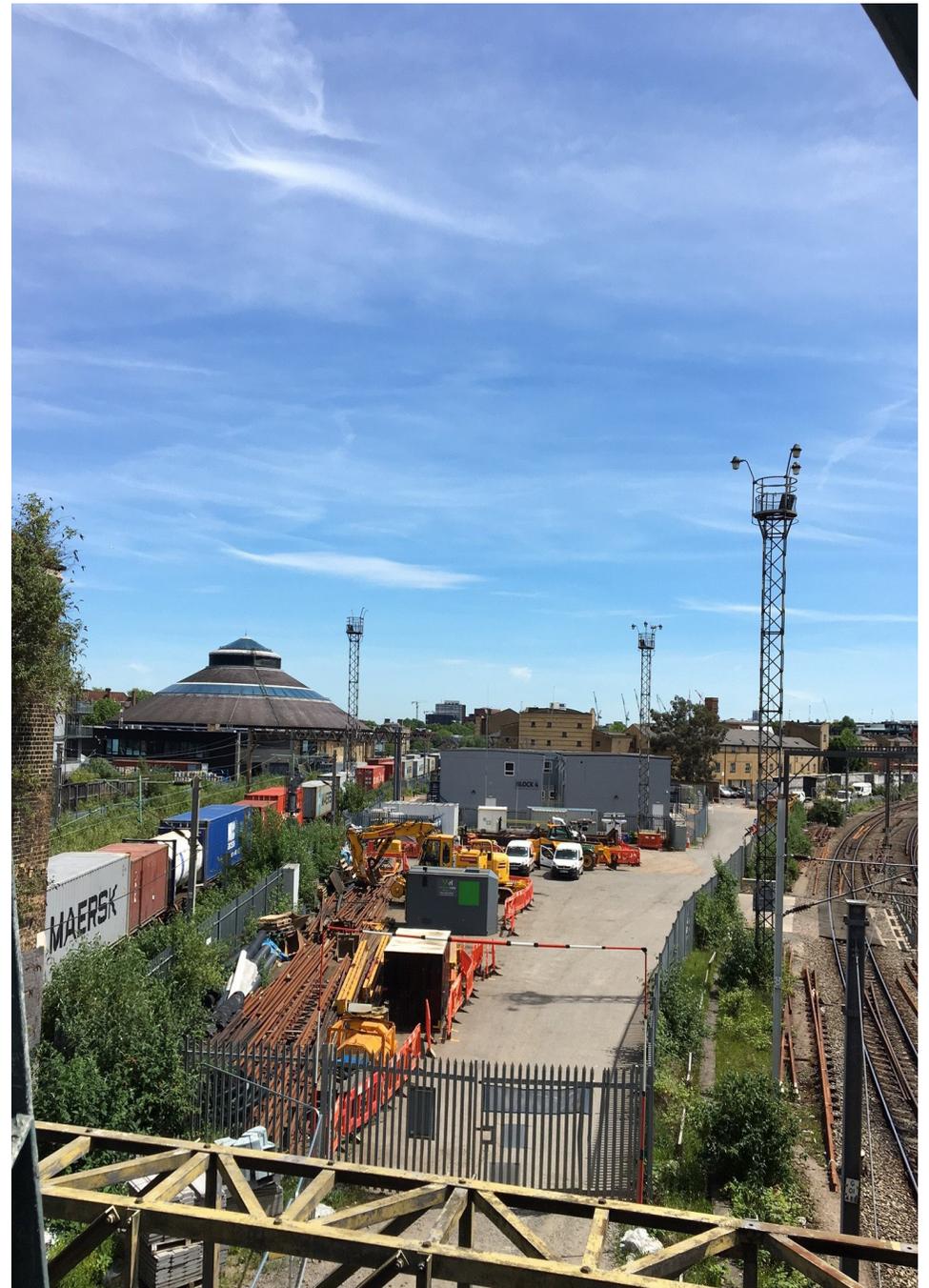


Figure 5.7: CGY6 - Network Rail Site at Juniper Crescent

Question box

Q32. Do you agree with Policy CGY6? If not, what changes are needed and why?

Q33. Is the boundary shown in Figure 9.7 appropriate in the context of Policy CGY6? If not, what changes are needed and why?



Policy CGY7 – Gilbey’s Yard

5.87 Gilbey’s Yard (shown in Figure 5.8) is a housing estate consisting of blocks of 3-4 storey flats and houses arranged in rows parallel to the Regent’s Canal, with cobbled space in between. The estate currently has limited public amenity space for residents. There is a poorly defined relationship with the adjoining Interchange yard.

5.88 One Housing Group has been leading a consultation and engagement exercise with the residents of Juniper Crescent and Gilbey’s Yard about improving the standard of existing homes. One option involves the full redevelopment of the estate providing replacement accommodation and additional homes.

5.89 As a pre-condition for funding support from the Mayor, housing regeneration schemes are subject to a ballot of residents.

5.90 Proposals for this site will be considered having regard to Policy CGY7, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

5.91 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 demolition or rebuild of part or all of the estate and the range of outcomes sought by this policy is contingent on a forthcoming ballot of local residents.

5.92 Taking into account the established residential communities and the age and condition of the housing stock, demolition of existing homes will only be considered where there is a clear case for redevelopment that delivers regeneration benefits for the estate and the wider area. The exact number of homes that can be provided will also be dependent on a full appraisal of the impacts of development on heritage assets, views and the surrounding townscape. The proximity of this site to The Interchange building means that the impact on the setting and views of this asset are particularly important.

5.93 The Council would support the inclusion of private homes as this is likely to help fund the provision of high-quality replacement homes and

Site address	Gilbey’s Yard housing estate
Site area (ha)	0.8 ha
Proposed uses	Self-contained homes, community use
Indicative housing capacity	190 additional homes (270 total)

Policy CGY7

A housing-led redevelopment of Gilbey’s Yard delivering significant regeneration benefits for the estate and wider Goods Yard area will be supported, subject to demonstrable public support. Development must be in accordance with Policy CGY1 – Camden Goods Yard Area, and in addition must meet the following requirements specific to this site:

- 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 in line with Policy H4 of the Camden Local Plan. Appropriate complementary uses will be supported at ground floor level to enliven streets and spaces such as workshops and community uses.
- b. Ensure that there is no net loss of socially rented accommodation and that all existing households receive suitable replacement accommodation as demonstrated by evidence from a needs-based assessment
- c. The Council will give priority to securing larger-sized socially rented homes (with 3 or 4 bedrooms) and sufficient levels of wheelchair accessible homes
- d. Respond to the industrial character of the canal-side environment and wider Goods Yard 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
- e. Knit the estate more successfully into neighbouring sites, anticipating how the future context may change. The Council will expect the developer to engage and collaborate with promoters of adjoining sites to optimise the quantum of development that can be delivered, to plan the relationship between buildings/spaces, deliver the cross-boundary routes identified by Policy CGY1 Camden Goods Yard and successfully manage the delivery of development, including phasing and decant arrangements.
- f. Be a healthy and green environment which retains/reprovides and enhances open space and play facilities for residents
- g. In conjunction with the landowner of the Interchange and markets, seek to resolve concerns about the servicing arrangements for the markets and drop-off/collection arrangements by taxis
- h. Rationalise parking and street furniture and establish a clear hierarchy of public and private spaces.
- i. Improve community safety through natural surveillance of entrances/exits to the estate and homes/apartment blocks

- j. Develop a strong community engagement strategy both during construction works to minimise the impacts of development and construction on residents and to support the development of a sustainable community following completion of the build programme

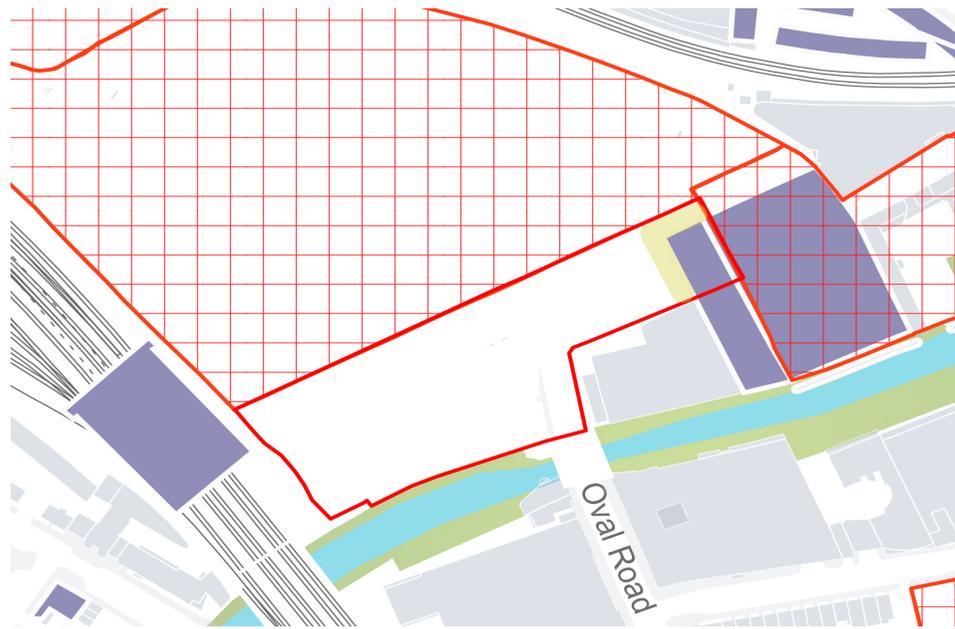


Figure 5.8: CGY7 - Gilbey's Yard

maximise the delivery of affordable housing. For the additional floorspace proposed, we will expect 50% of this to be provided as affordable housing in line with Policy H4 of the Camden Local Plan. Where a scheme is linked to the redevelopment of Juniper Crescent, each estate must provide a Local Plan compliant quantum of both market and affordable housing. The Council expects redevelopment proposals to fully consider the site layout and design of individual homes to ensure that the accessibility needs of older residents and people experiencing mobility impairments are met.

5.94 The design of a future scheme will need to respond to the character and setting of the Regent's Canal. The Council will expect historic cobbles and street furniture to be retained and restored where this is appropriate. It is understood there are historic horse tunnels running under this site which should be protected and consideration given to how appreciation of their function, as part of the goods yard, can be increased.

5.95 Landowners/developers will be expected to collaborate across site boundaries to realise the delivery of a safe and direct route for pedestrians and cyclists linking Oval Road with

Regent's Park Road/Primrose Hill; the creation of a green spine bordering the West Coast Main Line and potential public access to the Winding Vaults. This site would also allow additional routes to be provided to the canal.

5.96 The estate will be expected to be a healthy and green environment with public open space, greenery and trees with areas for play facilities provided. Additional open space will be sought in line with anticipated increases in the resident and worker population. The railway edge of this site should be set aside for wildlife as part of a continuous corridor adjacent to the West Coast Main Line.

5.97 A reported concern of residents living on the estate is noise and disturbance relating to the nearby market uses and servicing of the Interchange building. Currently vehicles pass through the estate for servicing and deliveries, with drop-off/collection by taxis to the rear of the former Gilgamesh building. There are also concerns about an increase in these impacts from development on neighbouring sites. There needs to be a partnership approach involving landowners, developers and other relevant stakeholders to agree measures that minimise the impacts of vehicles and anti-social behaviour on residents in Gilbey's Yard.

5.98 Linked to the need to resolve issues around servicing and parking, the yard is poorly defined between private and public space with some street clutter

in areas. Redevelopment of the estate will be expected to reduce vehicular dominance and undertake refurbishment of the yard that expresses its role as an important communal amenity.

5.99 The Council wishes to see community safety issues reappraised as part of a redevelopment scheme with consideration given to good design and natural surveillance being used as tools to prevent crime. The Council will normally resist 'invasive' security measures such as gating.

5.100 A key objective for the Council is that the effects of redevelopment on the existing community are managed effectively with a 'right to stay' provided for social housing tenants. We will expect the developer to provide a detailed decant and rehousing strategy which explains how households can be rehoused in accommodation that is suitable for their needs and any temporary moves that may be needed during the build programme. Residents should have the opportunity to be fully engaged with all aspects of the estate's regeneration including the detailed design of buildings, spaces and community uses and arrangements for managing construction work. The cumulative impact and timings of individual schemes within the Goods Yard area will need to be carefully considered.

5.101 The Council will also 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. This should be planned across site boundaries to deliver optimal benefits, including interaction between communities living in different parts of the Goods Yard area.

5.102 The Council will also 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. This should be planned across site boundaries to deliver optimal benefits, including interaction between communities living in different parts of the Goods Yard area.

Question box

Q34. Do you agree with Policy CGY7? If not, what changes are needed and why?

Q35. Is the boundary shown in Figure 9.8 appropriate in the context of Policy CGY7? If not, what changes are needed and why?



Policy CGY8 – Camden Lock Market and the Interchange

5.103 Camden Lock Market site allocation (shown in Figure 5.9) includes Camden Lock Market, the Interchange building and Interchange yard. Camden Lock Market is located within Camden Town Centre (although the Interchange building is not). The main activity of the markets is contained in the lower Chalk Farm Road level.

5.104 To the side of The Interchange building are steps leading up to the cobbled Interchange yard and Morrisons supermarket, although this route is no longer accessible to the public. The yard and corner of the supermarket currently provides a 'back of house' area for uses associated with the markets.

5.105 Proposals for this site will be considered having regard to Policy CGY8, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

5.106 Camden Lock Market has been identified in this Plan because it is considered there is potential to intensify the market uses, provide additional commercial uses compatible with the character and culture of Camden Town and secure a better relationship and stronger connections with the wider Goods Yard area.

5.107 The Camden Local Plan (Policy TC6) states that the Council

will protect and promote markets. They can add greatly to the variety, interest and attraction of shopping in the Borough and in the case of Camden Lock Market, is also a well-known visitor and tourist destination and an important element of Camden Town Centre's cultural offer and vibrancy. The Council wishes to see a market remain on this site.

5.108 The Council gave consent for proposals in 2016 (2015/4774/P) to intensify uses at Camden Lock Market. This would have provided additional market and employment floorspace providing benefits for the local area and to enhance the Market's offer but are yet to be implemented.

5.109 5.109 Future proposals will be supported which add to the diversity and choice of the Town Centre but which fully consider the special character, and appeal, of the existing Market and the site's heritage significance. The provision of 'maker' spaces would be particularly suitable since these could help support the primary market function, allowing products to be made - and then sold on-site. Limited provision of small-scale employment uses serving local growth sectors, such as creative industries, is also considered acceptable. Subject to listed building considerations, the Council considers that a key opportunity within this site is the remodelling and reuse of lower levels of the Interchange building to support the wider Market's

Policy CGY8

Camden Lock Market is allocated for additional market and appropriate employment uses which help to sustain its market role and function. Development must be in accordance with Policy CGY1 – Camden Goods Yard Area, and in addition must meet the following requirements specific to this site:

- Intensification of this site will be supported where this delivers uses compatible with the creative and cultural strengths and character of Camden Town
- Sensitively responds to the industrial heritage of the Regent's Canal Conservation Area by retaining, respecting and enhancing buildings/structures which positively contribute to the Area's character and identity and retain historic street furniture and surfaces, and trees of significant value
- Ensure that changes in the way the Market is operated are acceptable in terms of local environmental conditions.

Depending on the scale and nature of the scheme, the Council will also expect development to:

- Respond to potential changes in context provided by development proposals within the Morrisons site and Gilbey's Yard
- Significantly enhance the setting and public realm of The Interchange building through the restoration of historic features within the yard and by reducing the volume of vehicular movement and parking. The applicant will be expected to work with landowners/developers of adjoining land to optimise outcomes across site boundaries and deliver benefits for the wider Goods Yard area
- Help enable the delivery of a new connection between the Morrisons supermarket site and Camden Lock Place including an open air pedestrian route and a lift to negotiate the change in levels

Site address	Camden Lock Market, Chalk Farm Road NW1 8NH
Site area (ha)	1.0 ha
Proposed uses	Market, employment (maker spaces, creative industries), retail
Indicative housing capacity	50 additional homes (off-site)

regeneration and open up public views of the historic 'Dead Dog Basin'.

5.110 The site's conservation area context adjacent to the canal is sensitive in terms of both heritage and its unique identity. It is important that the Market's distinctive small-scale and industrial heritage is retained, especially buildings which the Council has identified as 'positive contributors' in the Regent's Canal Conservation Area Character Appraisal. Some of these are historic and associated with former industrial uses but also include later 20th examples built for the market. Harm to any positive contributors will be strongly resisted unless it can be demonstrated this is outweighed by the public benefits of the scheme.

5.111 The Council may also require evidence to demonstrate the impacts of proposals on the operation of the Market (circulation of people etc.) or local residents living beyond the site are acceptable. Where relevant, the applicant will be expected to work with adjoining landowners and relevant stakeholders to address amenity issues relating to drop-off/collection by taxis and servicing associated with the markets and the Interchange building. Policy CGY7 above identifies the existing concerns of residents living in Gilbeys Yard about activities on neighbouring sites.

5.112 Subject to the scheme being proposed, the Council will expect developers to help deliver a number

of key opportunities. This is likely to require collaboration with landowners and developers of adjoining land in terms of joint working and co-design. As part of this, it will be important to anticipate how these sites may change, the effects of development on both existing and future communities, and how the optimal benefits can be delivered for the Goods Yard as a whole, particularly in terms of overcoming the separation caused by the change in levels and different landownerships.

5.113 Policy CGY2 Morrisons supermarket envisages the provision of new public open space, reflecting restrictions on developing over the Horse Tunnel Market. The existing Interchange yard could potentially form part of a wider amenity area which can be enjoyed by residents, workers and visitors. However, this will depend on rationalisation of the current parking and servicing and greater activity at ground level to provide passive surveillance. The Council also wishes to see the yard's heritage significance conserved through the retention, and repair, of historic features.

5.114 The Interchange has a role in facilitating a new route and connection with Camden Lock Place and an appropriate landing place. This can be achieved through redesigning and reinstating an access at the side of this building. Access via a lift will also be sought to ensure this route is open to all.

5.115 5.115 Given the specific nature of the site and its future uses, it is recognised that it is likely to be difficult to provide housing on-site, however a contribution towards housing will still be required to meet Local Plan Policy H2 and therefore, the applicant should consider the

feasibility of a multi-site approach to delivery.

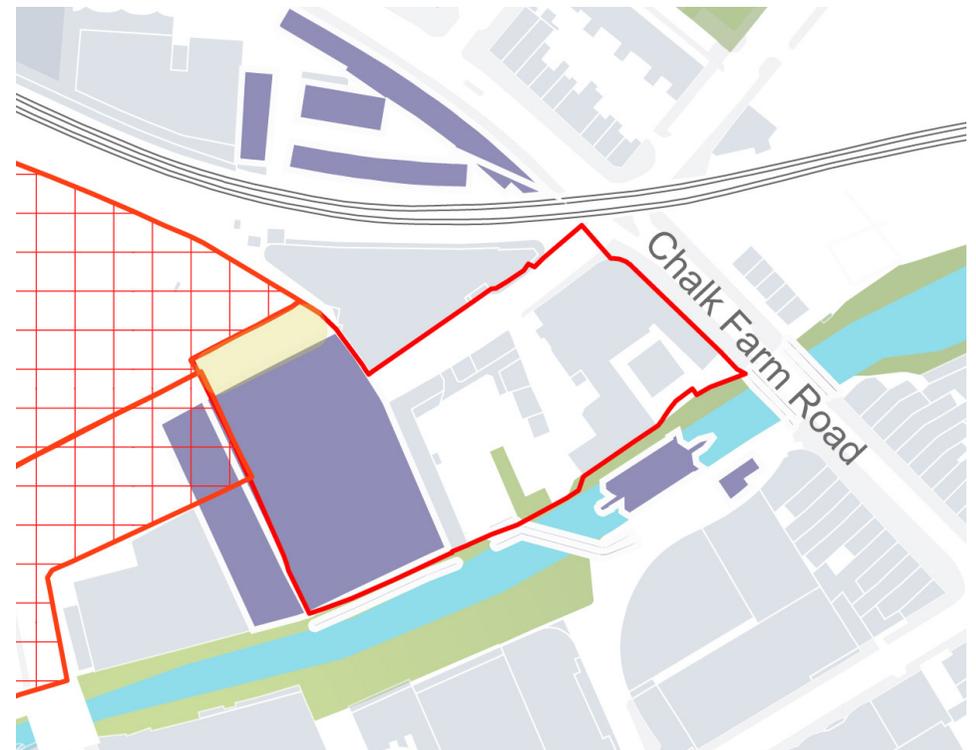


Figure 5.9: CGY8 - Camden Lock Market and the Interchange

Question box

Q36. Do you agree with Policy CGY8? If not, what changes are needed and why?

Q37. Is the boundary shown in Figure 9.9 appropriate in the context of Policy CGY8? If not, what changes are needed and why?



Camley Street & St Pancras Way Area

Policy CSP1 – Camley Street and St Pancras Way Area

6.1 The Camley Street and St Pancras Way Area (shown in Figure 6.1) is located on the edge of London's central activities zone in close proximity to Kings Cross and St Pancras station. Over recent years the area surrounding Camley Street and St Pancras Way has been dramatically transformed with the redevelopment of King's Cross Central, the emergence of the Knowledge Quarter and the strengthened role of Camden Town as a major tourist destination with its market and as a hub for creative industries. Whilst the area sits in a wider area of major transformation, it feels divorced from it. Redevelopment has the potential to integrate the area with the wider surrounding areas of change, whilst helping it become a more attractive and recognisable place in its own right – and a more successful neighbourhood and place for living and working.

6.2 Proposals for this area will be considered having regard to Policy CSP1, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

New neighbourhood

6.3 The Camley Street and St Pancras Way Area overlaps with two designated Neighbourhood Areas. It includes all the Camley Street Neighbourhood Area and a small part of the Somers Town Neighbourhood Area. At the time of writing neither

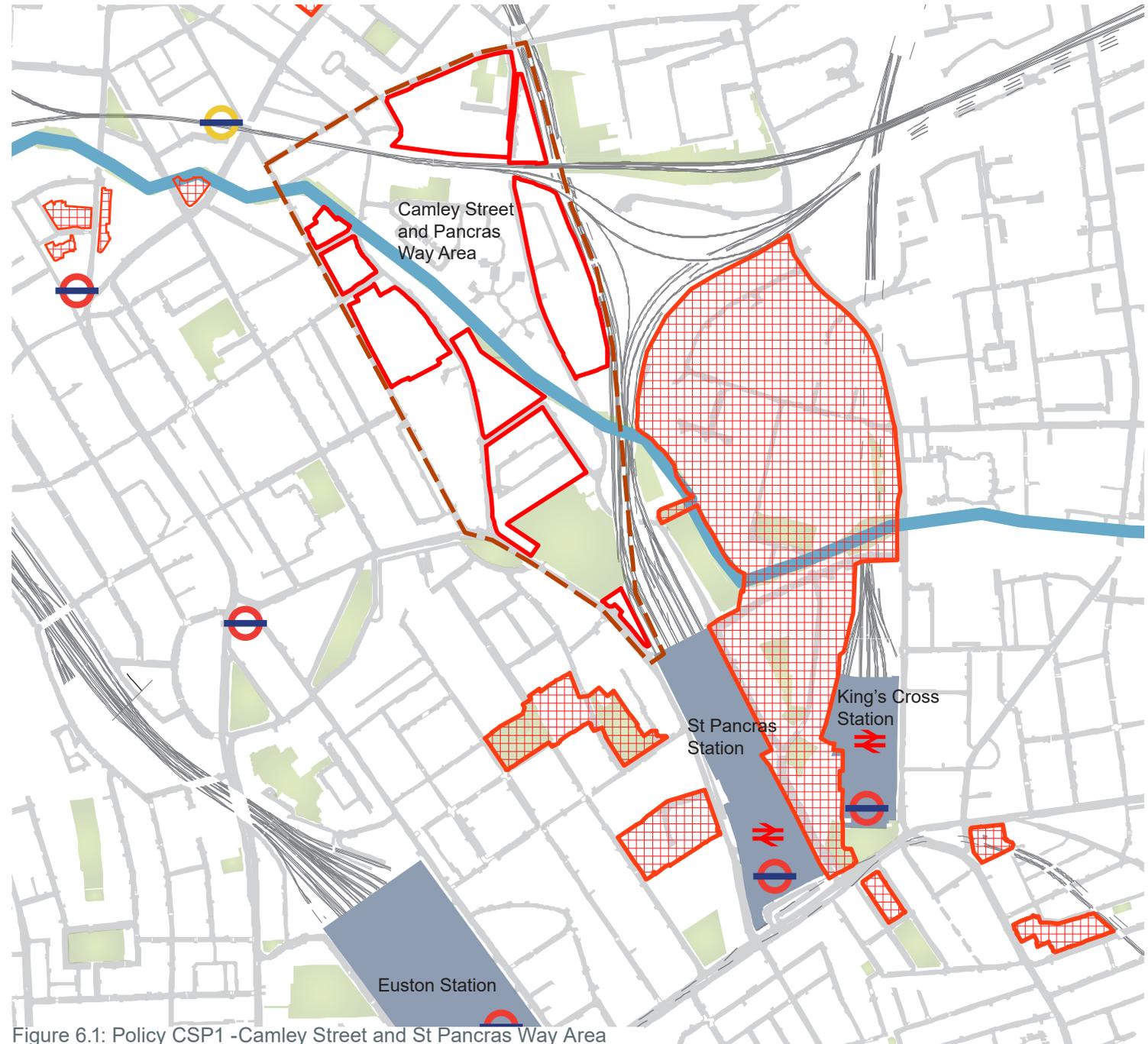


Figure 6.1: Policy CSP1 -Camley Street and St Pancras Way Area

Policy CSP1

Camley Street and St Pancras Way Area has the potential to strengthen its role as an employment location and deliver a significant increase in the number, mix and affordability of homes in the area. To enable the area to fully realise its potential and become a more distinctive, vibrant and mixed urban neighbourhood, development within the area must:

- Demonstrate how they have been prepared in an integrated way to optimise the use of land and coordinate development proposals through engagement with adjacent landowners and key stakeholders including local residents and businesses
- Take account of and respond to the underlying historic railway industry and canal side character of the area
- Contribute towards the development of new and improved pedestrian and cycle links within the growth area and across to Camden Town, Somers Town, King's Cross and Euston, including the creation of a new canal crossing and supporting the development of the Camden High Line
- Maximise on-site opportunities for urban greening and coordinate the delivery of an area-wide network of public green routes and spaces
- Ensure that at least 50 percent of additional floorspace on each individual site is provided as permanent self-contained housing. In circumstances where on-site delivery is not appropriate and/or practical, the Council will seek provision of housing on an alternative site nearby, or exceptionally a payment-in-lieu
- Minimise the impacts of operational vehicles, parking and servicing on existing streets by coordinating and incorporating shared access points and off-street servicing arrangements with compatible neighbouring uses.

Identified development sites within the Camley Street and St Pancras Area must, in addition to fulfilling the criteria in this policy, also meet the criteria set out in any relevant site specific policies.

Development proposals on non-allocated sites within the area should contribute to the principles set out above where these are relevant to the development and commensurate with its nature and scale.

Area name	Camley Street and Pancras Way
Area size	34.5 ha
Indicative housing capacity	1750 additional homes

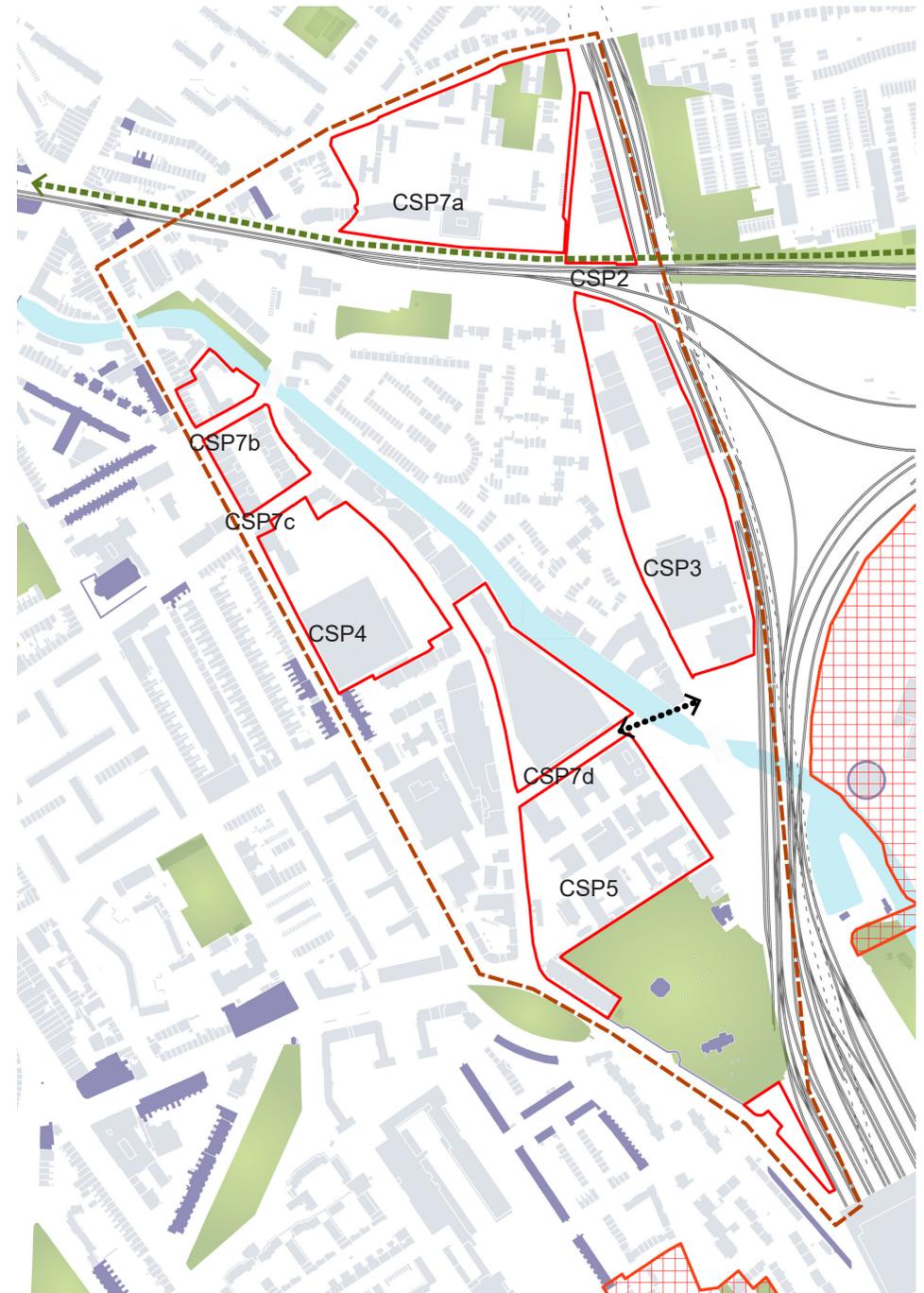


Figure 6.2: Policy CSP1 - Camley Street and St Pancras Way Area

of these areas have adopted Neighbourhood Plans. However, the Camley Street Neighbourhood Development Plan (CSNDP) which covers the housing area of Elm Village and employment sites on Camley Street is at an advanced stage and is expected to be submitted for independent examination late 2019. The submitted version of CSNDP focuses on the transformation of the Camley Street area into a mixed community providing a range of industrial and commercial spaces, new dwellings and new social and community infrastructure. This policy is consistent with this aspiration and seeks to set it within the context of development interest in the wider area of change which includes sites along St Pancras Way.

6.4 The Council is preparing a supplementary planning document for the Camley Street and St Pancras Way area to provide further detailed guidance on the redevelopment of the area, consistent with this allocation. The vision for Camley Street and St Pancras Way set out in the emerging supplementary planning document focuses on three elements: realising the areas potential; making connections; and creating better places for people. Development proposals should be informed by the framework, which will be a material consideration in the assessment of planning applications for sites in the area.

6.5 The Camley Street and St Pancras Way area already contains

a mix of different uses including a number of established industrial spaces. This policy seeks to intensive existing uses and bring them forward in a more varied and better-designed way. Redevelopment schemes to the south of Camley Street are beginning to create a more animated and urban street edge, addressing the street and canal more positively and improving integration with the surrounding area. Proposed mixed-use schemes at the “Ugly Brown Building” and St Pancras Commercial Centre sites would open up new pedestrian routes and public spaces.

6.6 Given the number of potential development sites in this area it is important that development proposals take existing and emerging proposals for neighbouring sites into account. This ensures that development across the area is brought forward in a coordinated and integrated way.

Making connections

6.7 Shaped by its history of development, the overall area is characterised by buildings, uses and boundaries which turn their back to streets, spaces and people passing through. Walking and cycling routes across the area are not accessible and/or difficult to interpret and navigate. Links to the wider area and supporting infrastructure such as parks, local shops, schools, and community and sports facilities are also poor.

6.8 Making the area more connected, accessible and inviting

will help to support growth and ensure that existing and new residents and workers are able to access social and transport infrastructure more easily. In addition, new facilities/services and employment opportunities within the area will also become more accessible to surrounding communities such as King’s Cross, Somers Town and Camden Town.

Quality of place

6.9 The character of the area is in large part a result of its railway and canal related industrial past. This has resulted in a mixture of building styles, heights, massing and site plots to accommodate a range of different uses including industrial.

6.10 Within the area there are a number of buildings/sites that would benefit from significant redevelopment to make a more efficient use of land. If these sites are redeveloped it is important that the underlying industrial character of the place and its relationship to the canal is reinforced through the design of new uses, buildings and site layouts.

6.11 All space in between buildings should be carefully considered, creating a network of engaging and inclusive spaces and routes that add to the neighbourhood’s sense of identity, are safe and secure and make the most of existing heritage and natural assets in the area.

Other considerations

6.12 Alongside the emerging Neighbourhood Plan, to further inform the design and redevelopment of the area the Council is also in the process of preparing supplementary planning guidance for the Camley Street Area. When this guidance is adopted it will become a material consideration in the assessment of planning applications for sites in the area.

6.13 Major proposals for this area will be considered having regard to Policy CSPA1, all relevant development plan policies including site specific policies set out later in this section and any other relevant material considerations.

Question box

Q38. Do you support Policy CSP1? If not, what changes are needed and why?

Q39. What do you think the infrastructure priorities should be for this area allocation and why?

Q40. Is the boundary shown in Figure 6.1 appropriate in the context of Policy CSP1? If not, what changes are needed and why?

Q41. Are there any other key sites which should be referred to in Figure 6.2? If yes, please include additional information about the site. If it is a site which has been discounted by the authority during the assessment process please state the site reference and name. If the site is a new site please state the site address, a clear description of the type and scale of development that you believe could be accommodated on the site, and if possible attach a site plan.



Policy CSP2 120-136 Camley Street

6.14 120-136 Camley Street (shown in Figure 6.3) is a key northern gateway location into the overall area. The site is located adjacent to Agar Grove Estate which is currently in the process of being redeveloped. It is also a potential access point for

the proposed Camden High Line, a pedestrian greenway linking Camden Town to King's Cross that would utilise a disused railway line and land that runs alongside the existing Overground route.

Policy CSP2

120-136 Camley Street, is allocated for a mixed-use development comprising employment floorspace, self-contained homes and retail floorspace. Development must be in accordance with Policy CSP1 and in addition must:

- a. Embrace its role as a gateway location and seek to create a stronger entrance into the wider growth area
- b. Seek to facilitate future access to the Camden 'High-Line' route
- c. Contribute towards public realm and connectivity enhancement projects along Camley Street including:
 - the provision of a new public space to improve the arrival experience into Camley Street from Agar Grove and the approach from the south under the adjacent bridge
 - a new or improved pedestrian route to Maiden Lane Estate
 - improvements to the North Camley Street bridge underpass including opportunities to open up adjacent railway arches

Site address	120-136 Camley Street
Site area (ha)	0.5
Proposed uses	Employment (light industry, maker spaces, offices), self-contained homes
Indicative housing capacity	110 additional homes

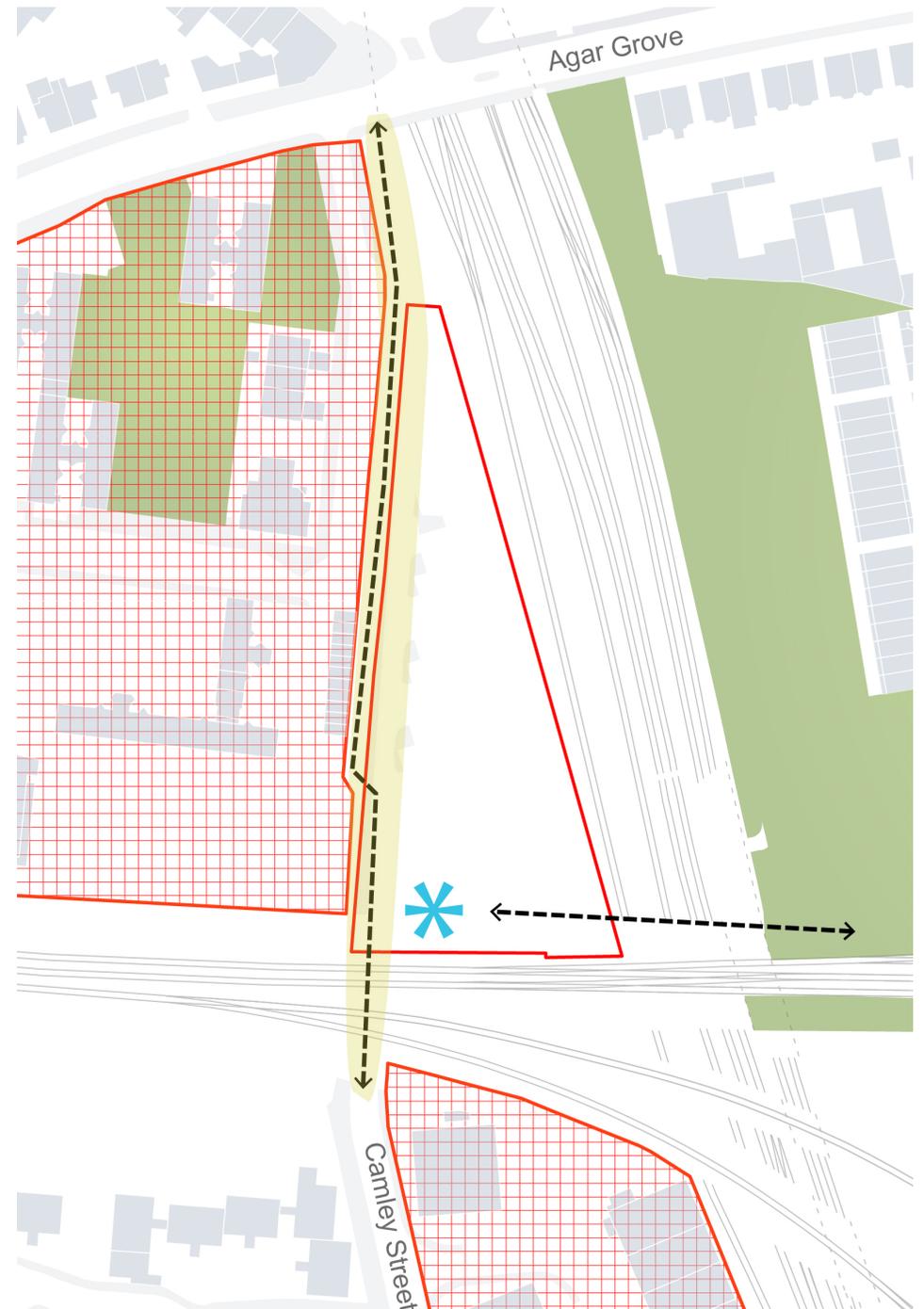


Figure 6.3: Policy CSP2 - 120-136 Camley Street

6.15 Proposals for this site will be considered having regard to Policy CSP2, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.16 120-136 Camley Street is currently occupied by several small-scale light industrial workshop units sitting below street level. The site sits alongside the Agar Grove Estate which is being redeveloped and an important north-south cycle route. The site's current layout and design does

not reflect its prominent position at the northern end of Camley Street, and fails to positively contribute towards the character of the wider area. Its poor design also contributes towards environmental problems such as abandoned cars and fly tipping. It is important that the future design and layout of new development is inviting, safe and promotes a strong sense of arrival helping to draw more people into and through the area. There are a number of ways that this could be achieved including an attractively remodelled walking and cycle route, enhanced urban greening and the

creation of a vastly improved public realm. Development of the site should strongly relate and connect to the Agar Grove estate. A new two sided pedestrian and cycling street should be created through new site levels, buildings and remodelled cycle route.

6.17 In accordance, with other policies in the development plan it will be expected that the employment floorspace will be reprovided or intensified on-site with no net loss. While reprovion of employment space is important this policy seeks to encourage that a substantive part

of the additional floorspace brought forward on this site is provided as self-contained homes.

6.18 Increasing the number of new homes in this location alongside better designed workspaces will also help create more sustained patterns of activity throughout the day and improve safety through increased natural surveillance over the footbridge link to Maiden Lane and the area around the northern Camley Street bridge underpass.

.....

• Question box

• Q42. Do you support Policy CSP2? If not, what changes are needed and why?

• Q43. Is the boundary shown in Figure 6.3 appropriate in the context of Policy CSP2? If not, what changes are needed and why?

.....

Policy CSP3 – 104-114 Camley Street

6.19 104-114 Camley Street and Cedar Way Industrial Estate (shown in Figure 6.4) is nestled between Camley Street to the west and railway lines to the north and east. To the north of the site is the 120-136 Camley Street development site (Policy CSP2) and the Agar Grove

redevelopment site and to the south is a trio of newly developed sites that contain a mix of self-contained homes and student units, alongside retail and work spaces focussed on small business incubator and move-on spaces.

Policy CSP3

The 104-114 Camley Street and Cedar Way Industrial Estate site is allocated for a mixed-use development comprising of employment floorspace and permanent self-contained homes, with opportunities for small-scale supporting uses like retail, leisure or community. Development proposals must be in accordance with Policy CSP1 and in addition must:

- a. Demonstrate that they have been prepared in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. Proposals for individual development parcels must not compromise or prejudice the aspirations for the wider site and growth area and/or the delivery of adjacent development parcels
- b. Make more efficient use of the land available through the inclusion of, for example, mixed-use buildings, shared service areas and usable roof spaces
- c. Be designed so that new housing, employment and other appropriate uses can function as compatible neighbours
- d. Seek to provide a variety of employment spaces and facilities that meet the needs of both new and existing business uses, such as light industrial and distribution, designer/makers, creative industries and knowledge economy uses
- e. Establish a series of integrated new routes and spaces of different forms and functions across the site including places to relax, play and grow food
- f. Contribute towards public realm and connectivity enhancement projects along Camley Street including:
 - the provision of a new and improved public realm and spaces to improve the arrival experience into Camley Street from all directions: from Agar Grove, Barker Drive and approaches from the south
 - Using existing trees and new urban greening to strengthen Camley Street as a pleasant, attractive and green walking and cycling route

- A new or improved pedestrian route to Maiden Lane Estate
- Improvements to the North Camley Street bridge underpass including opportunities to open up adjacent railway arches
- A new canal bridge linking Camley Street to St Pancras Way

Site address	104-114 Camley Street and Cedar Way Industrial Estate
Site area (ha)	2.5 ha
Proposed uses	Employment (light industry, maker spaces, office), self-contained homes
Indicative housing capacity	750 additional homes

6.20 Proposals for 104-114 Camley Street and Cedar Way Industrial Estate will be considered having regard to Policy CSP3, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.21 The site is a non-designated industrial area occupied by low-rise commercial units of varying condition and currently home to a range of uses, including vehicle repairs/ maintenance, food processing and supplies, designers and model maker, wholesale warehousing and distribution, offices and Council related contractor facilities. In London, there are growing pressures on industrial land. Existing employment sites are being lost to alternative more profitable uses yet demand for space to accommodate businesses serving London's growing population and economy is increasing. Lack of available space and increased rents are pushing businesses further

out with impacts on traffic congestion and carbon emissions.

6.22 A comprehensive and integrated approach to redevelopment of this site would provide an opportunity to intensify existing employment uses alongside the introduction of a substantial number of homes, open space and other complementary and supporting services and uses. Ultimately, this means bringing new homes and further jobs together where more people can live and work alongside each other. This can be achieved with new, integrated typologies — integrated in terms of a mix of uses within individual buildings, development parcels and across the site in its entirety and also through the creation of new routes and spaces and more efficient shared servicing, access points and facilities.



Figure 6.4: Policy CSP3 - 104 - 114 Camley Street

6.23 120-136 Camley Street and Cedar Way Industrial Estate forms part of Camden's Community Investment Programme (CIP). The Council also owns the freeholds of the adjacent sites at 104, 106 and 108-114 Camley Street, which are held on long leases and are occupied by warehouse units, where some owners and occupiers are also considering future plans. It is essential that redevelopment options for development parcels within the site should be designed in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. This should shape the appropriate and compatible design and architectural approaches to the layout of sites, new buildings and the spaces around them. It is also important that proposals for individual development parcels do not compromise or prejudice the delivery of adjacent development parcels.

6.24 Proposals should respect and reinforce the qualities of Camley Street, characterised by being wide and lined by mature trees. This can

be achieved by more active frontages addressing the street, urban greening, high-quality public realm on both sides of the street — making it more active and engaging. Opportunities to unlock east-west connections should also be explored, enhancing links between other developments, neighbourhoods and new homes and employment spaces and improving access to nearby community facilities.

6.25 Open space will be an integral part of the coherent and collaborative planning and design for new development. Planning for the spaces between buildings should reflect the same level of consideration as that of building design, in that each space should have a specific purpose. The type and level of provision will depend on the specific characteristics of development, the site and its context. The scope for significant redevelopment across these sites creates the opportunities to deliver a variety of urban greening measures and range of informal/formal open, green and play spaces.

Question box

- Q44. Do you support Policy CSP3? If not, what changes are needed and why?
- Q45. Is the boundary shown in Figure 6.4 appropriate in the context of Policy CSP3? If not, what changes are needed and why?

Policy CSP4 – Parcelforce and ATS Tyre Site

6.26 The Parcelforce and ATS Tyre site (shown in Figure 6.5) sits between Royal College Street and St Pancras Way which are both busy north to south vehicular routes through the area. The majority of the site has been used as a parcel sorting

office and depot for many years and is occupied by a large two storey building and a substantial yard/car park. The other part of the site was formerly used for car maintenance and MOT operations.

Policy CSP4

The Parcelforce and ATS Tyre site, is allocated for a mixed-use development comprising of employment floorspace and permanent self-contained homes. Development proposals must be in accordance with Policy CSP1 and in addition must:

- Demonstrate that they have been prepared in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. Proposals for individual development parcels must be compatible with and facilitate the aspirations for the wider site and growth area and/or the delivery of adjacent development parcels
- Integrate better with the surrounding area through a permeable layout and finer grain of building blocks and creation of new public routes and spaces through the site, including a direct east-west pedestrian and cycle route connecting St Pancras Way and Royal College Street
- Explore opportunities to link through existing development to the south to facilitate a north-site route through the site
- Make provision for an inclusive public green space on site
- Create more active and engaging street level elevations and frontages around the site, particularly those addressing St Pancras Way and Royal College Street
- Use opportunities to set back building lines to accommodate urban greening and street tree planting.

Site address	24 - 86 Royal College Street
Site area (ha)	1.53 ha
Proposed uses	Employment (depot, light industrial), self-contained homes
Indicative housing capacity	250 additional homes

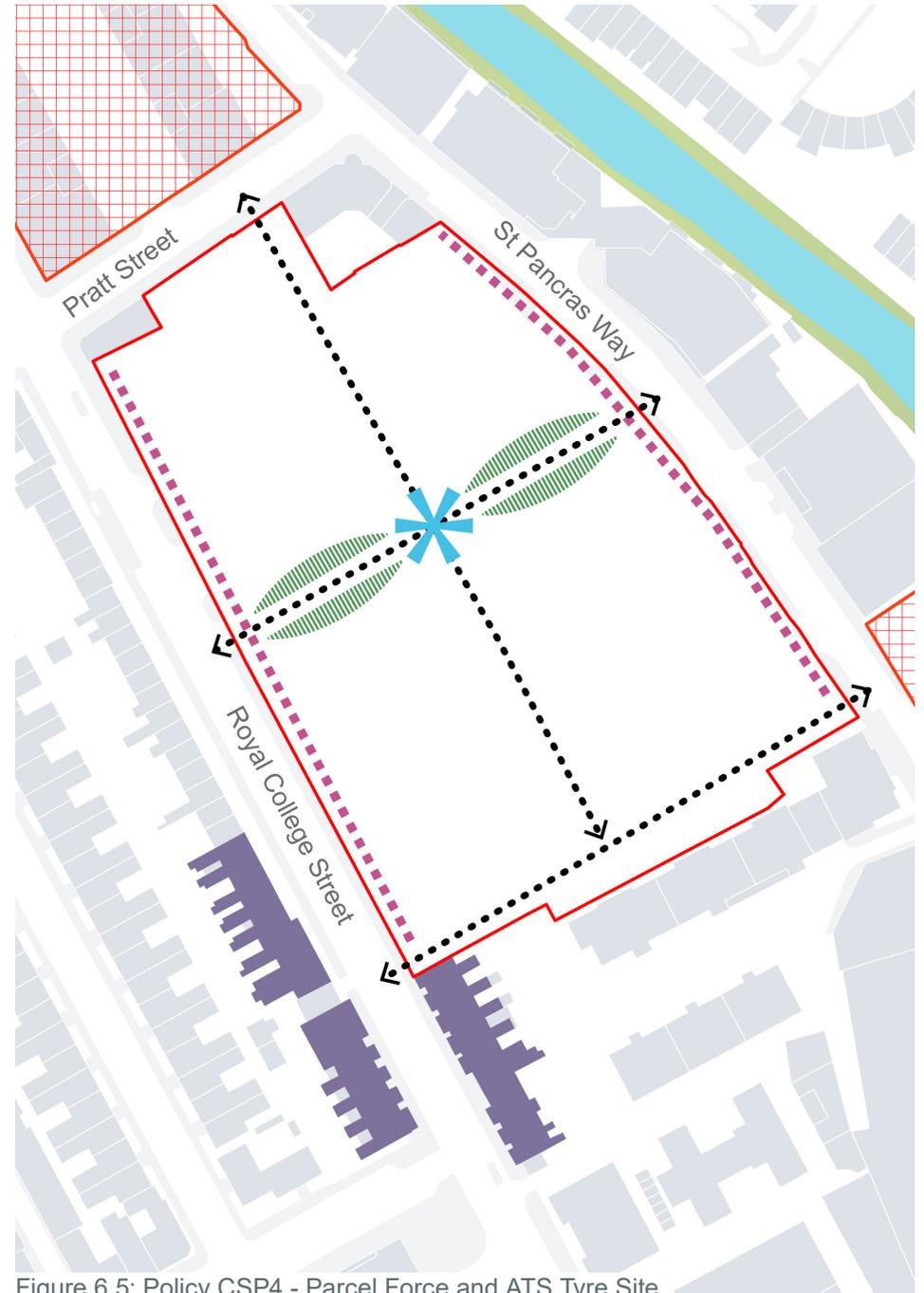


Figure 6.5: Policy CSP4 - Parcel Force and ATS Tyre Site

6.27 Proposals for this site will be considered having regard to Policy CSP4, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.28 The Parcelforce and ATS Tyre site is a relatively large site that offers considerable opportunities for a new site layout and new uses. There is also opportunity to add to an emerging network of routes and public spaces linked with the Ugly Brown Building development site to the south-east and to improve routes towards Camden Town.

6.29 Whilst the existing buildings are not within a conservation area and are not identified as a heritage asset, the site is in close proximity to Regent's Canal and King's Cross St Pancras Conservation Areas. A number of properties on Royal College Street and Pratt Street are Grade II listed.

6.30 The comprehensive redevelopment of this site would provide an opportunity to intensify employment uses alongside the introduction of a substantial number of homes, open space and community uses. The new homes should be located and designed to

be compatible with the continued operation of businesses. In accordance with other policies in the development plan the existing employment floorspace should be reprovided or intensified on-site with no net loss.

6.31 The site is currently split between several landowners. It is essential that redevelopment options for development parcels are brought forward in a coordinated way and are conceived and designed to integrate with existing and emerging proposals on other development parcels. This should shape the appropriate and compatible design and architectural

approaches to the layout of sites, new buildings and the spaces around them.

6.32 Open space must be an integral part of any new development. Given the size of this site, the uses proposed and potential capacity, it is important that proposals for the site's redevelopment make provision for an inclusive public green space that encourages social interaction.

Question box

Q46. Do you support Policy CSP4? If not, what changes are needed and why?

Q47. Is the boundary shown in Figure 6.5 appropriate in the context of Policy CSP4? If not, what changes are needed and why?

Policy CSP5 – St Pancras Hospital

6.33 St Pancras Hospital sits in a prominent location on St Pancras Way. St Pancras Church and Gardens sit to the south of the site and to the north is the Ugly Brown Building development site. The site

is bounded by long expanses of high walls with access to the Pancras Way frontage and the rear of the building on Granary Street which links onto Camley Street and the existing bridge across the canal.

Policy CSP5

The St Pancras Hospital site is allocated for a mixed-use development consisting of health, housing and commercial uses, especially those that support the development of the knowledge quarter innovation district. Development proposals must be in accordance with Policy CSP1 and in addition must:

- Demonstrate that they have been prepared in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. Proposals for individual development parcels must not compromise or prejudice the aspirations for the wider site and growth area and/or the delivery of adjacent development parcels
- Retain and reuse key buildings of significant heritage or townscape value
- Explore opportunities to create a more active and engaging street edge along Granary Street and onto St Pancras Way
- Create new east-west public routes including connecting St Pancras Way through to Granary Street, 101 Camley Street and the canal
- Create north-south routes including connecting St Pancras Gardens with the adjacent development site to the north of Granary Street
- Use redevelopment to open up opportunities to integrate landscaping proposals between the north-east corner of the site and public realm spaces created at 101 Camley Street and “Ugly Brown Building” to optimise the quality of open space provision and help facilitate a potential new canal crossing
- Reinforce the role of the Granary Street/Camley Street junction as a key gateway location
- Improve the visual relationship to and access from northern Somers Town

Site address	St Pancras Hospital, 4 St Pancras Way, NW1 0PE
Site area (ha)	2.17 ha
Proposed uses	Health, self-contained homes, employment (knowledge quarter uses)
Indicative housing capacity	200 additional homes

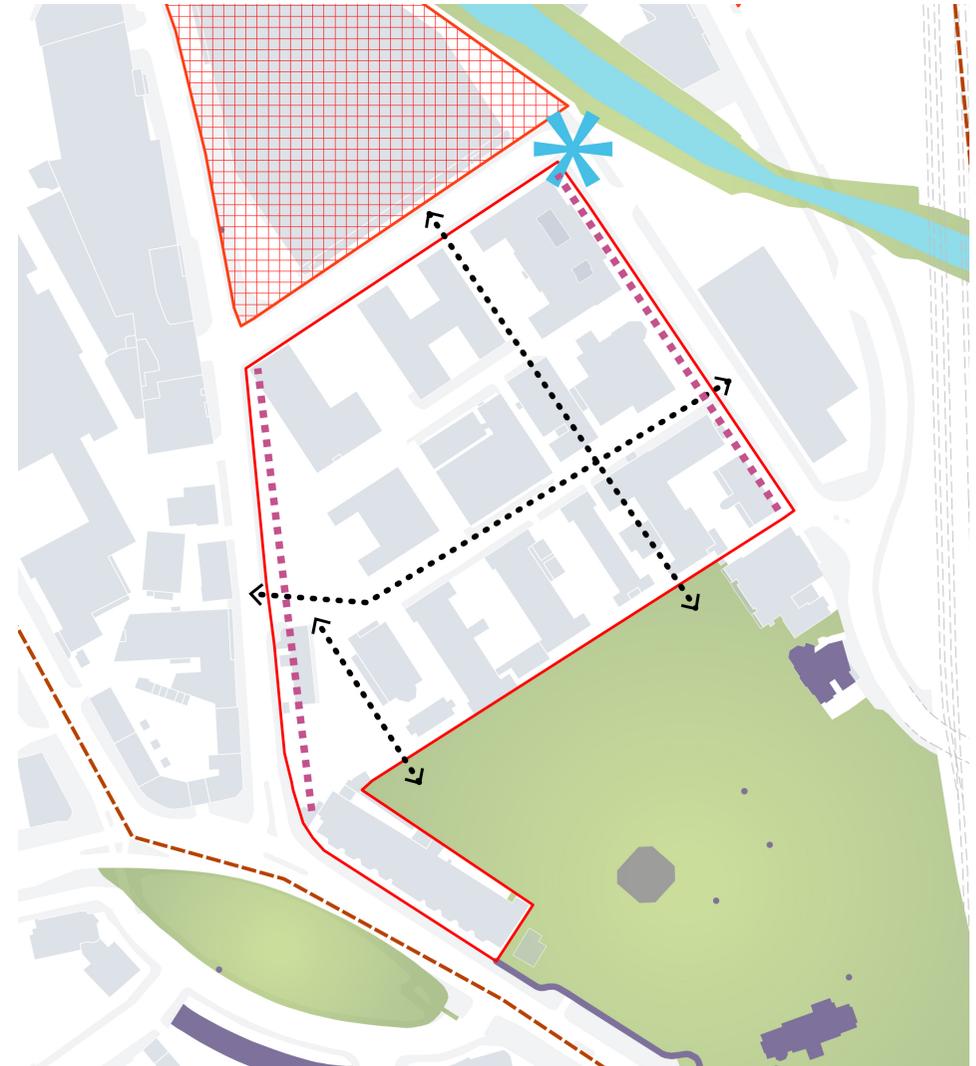


Figure 6.6: Policy CSP5 - St Pancras Hospital

6.34 Proposals for this site will be considered having regard to Policy CSP5, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.35 The St Pancras Hospital has been part of the NHS since 1951 and different health and medical related activities have operated out of different buildings and parts of the site. Part of the site was previously occupied by the North London Hospital for Tropical Diseases and it was formerly the St Pancras Workhouse which dated back to circa 1777.

6.36 The site is currently owned and used by the Camden and Islington NHS Foundation Trust. The Trust recognise that the facilities at St Pancras Hospital are no longer fit for purpose and fail to provide a therapeutic environment for care. In response, the Trust has started drawing up plans to redevelop the St Pancras Hospital site and reprovide inpatient facilities at a new purpose-built site adjacent to the Whittington Hospital. Some outpatient services will continue to be provided but in a more modern building. As part of a wider estate reorganisation the Trust are also looking to move services from smaller Trust sites to three new purpose built mental health and wellbeing hubs.

6.37 The NHS in north central London is working with NHS England Specialised commissioning, in partnership with Moorfields Eye Hospital, University College London (UCL) and Moorfields Eye Charity, to develop proposals for bringing together services from Moorfields' main City Road hospital site and the UCL Institute of Ophthalmology in a new purpose-built centre. Their preferred location for this facility is the St Pancras Hospital site.

6.38 While this policy supports the continued use of the site for health purposes it is important that this use is not planned for in isolation and that proposals to redevelop the site are developed in a comprehensive and coordinated way. This will ensure that redevelopment options for development parcels make efficient use of the land available and that design and architectural approaches to the layout of sites, new buildings and the spaces around them are compatible.

6.39 The site is within the St. Pancras Gardens sub-area of the King's Cross and St. Pancras conservation area and adjacent to the Regent's Canal conservation area. The King's Cross and St. Pancras conservation area appraisal identifies a number of positive contributors within and adjacent to the site. The appraisal notes that the East and West Hospital Wings, Residence Building around the edge of the listed St Pancras Gardens are arguably

the most cohesive and important collection of buildings on the site and that the water tower in the central section is a distinct landmark. The surrounding wall is also identified as a streetscape element making a positive contribution. In line with national and local policy there would be a general presumption in favour of retention of these buildings.

6.40 Granary Street runs alongside the currently inactive edges of the hospital site and is effectively a service road to Camley Street. Development of this site and the adjacent Ugly Brown Building site will open up opportunities to create clearer, more direct and active routes via Granary Street to/from the canal and Camley Street beyond.

Question box

Q48. Do you support Policy CSP5? If not, what changes are needed and why?

Q49. Is the boundary shown in Figure 6.6 appropriate in the context of Policy CSP5? If not, what changes are needed and why?



Policy CSP6 – Shorebase Access Site

6.41 The Shorebase Access Site is located just south of St Pancras Gardens. This open area of land currently serves an access and maintenance function for adjacent railway infrastructure.

Policy CSP6

The Shorebase Access Site is allocated for a housing-led mixed-use development. Development must be in accordance with Policy CSP1 and in addition must:

- Respect the view and setting of St Pancras Old Church
- Explore opportunities to create new accessible southern access into St Pancras Gardens
- Create an active and engaging street edge addressing Pancras Road

Site address	Shorebase Access Land, Pancras Road, London, NW1 1UN
Site area (ha)	0.19 ha
Proposed uses	Self-contained homes, offices
Indicative housing capacity	25 additional homes

6.42 Proposals for this site will be considered having regard to Policy CSP6, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.43 The Shorebase Access site is an undeveloped parcel of land surrounded by large fences and gates. It is currently used by Network

Rail to access the railway tracks at St Pancras Station. Although the site is relatively small in scale there is the potential for it to be redeveloped and still be used by Network Rail as an access point.

6.44 There are a mix of uses around the site directly opposite there is a series of small-scale retail units with housing behind the retail and further along Pancras Road.

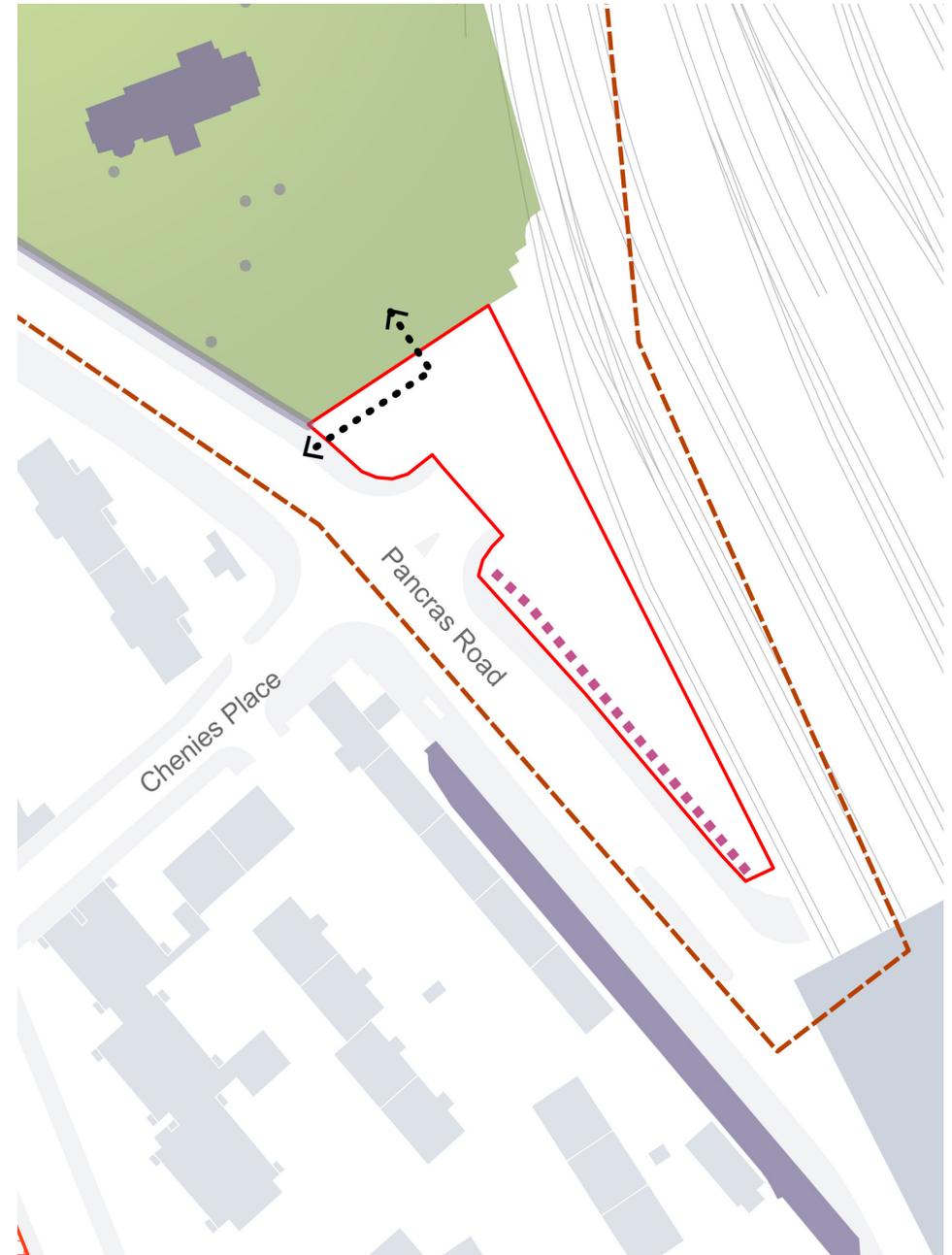


Figure 6.7: Policy CSP6 - Shorebase Access Site

Although the site is considered a suitable location for both commercial and residential development the preference is for the scheme to be housing led.

6.45 It is important that development proposals appreciate

the site's prominent location on Pancras Road and its proximity to St Pancras Gardens by creating a more active and engaging street edge addressing Pancras Road and explore opportunities to create a new accessible southern access into St Pancras Gardens.

Question box

Q50. Do you support Policy CSP6? If not, what changes are needed and why?

Q51. Is the boundary shown in Figure 6.7 appropriate in the context of Policy CSP6? If not, what changes are needed and why?



Policy CSP7 – Other development sites in the Camley

6.46 Proposals for this site will be considered having regard to Policy CSP6, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.47 Proposals for sites identified in Figure 6.8 will be considered having regard to Policies CSP1 and CSP7, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

Policy CSP7

Sites identified in Figure 6.8 will be safeguarded for the use(s) for which they have been allocated.

Figure 6.8 – Other development sites in the Camley Street and St Pancras Area

Allocation reference	Site name	Proposed uses	Indicative Housing Capacity (net gain)
CSP7a	Agar Grove Estate	Housing	493 (244)
CSP7b	Bangor Wharf	Commercial Housing	40
CSP7c	St Pancras Commercial Centre	Commercial Housing	35
CSP7d	Ugly Brown Building	Commercial Retail/Leisure Housing	73

Question box

- Q52. Do you support Policy CPS7? If not, what changes are needed and why?
- Q53. Are the boundaries shown in Figure 6.8 appropriate in the context of Policy CPS7? If not, what changes are needed and why?

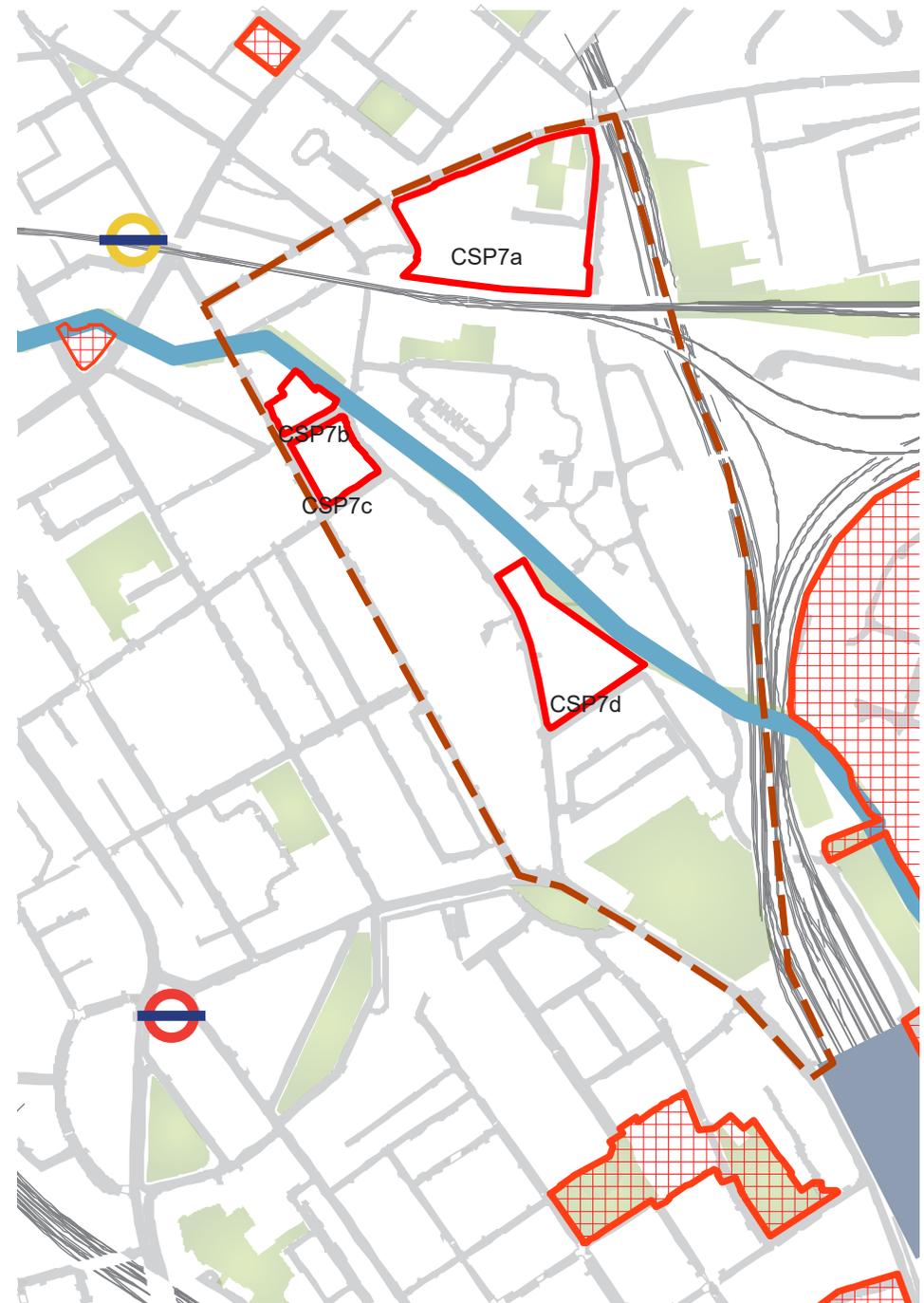


Figure 6.8: Policy CSP7 - Other development sites



Holborn & Covent Garden Area

Policy HCG1 – Holborn and Covent Garden Area

7.1 The Holborn and Covent Garden area covers the ward of the same name. It is the most southerly ward in the Borough of Camden and forms part of London’s Central Activities Zone (CAZ). It is a key destination that links the West End to the City of London.

7.2 The area is home to major businesses and institutions, as well as small businesses, shops, and a significant housing population. The area also has a thriving cultural scene and some of London’s most iconic historic architecture which attract visitors year-round.

7.3 Holborn and Covent Garden is going through a period of development and change with some major businesses choosing to locate and invest in the area. The area has excellent public transport provision, which will be improved further with the opening of the Elizabeth Line stations at Tottenham Court Road and Farringdon and the Holborn underground station upgrade and capacity increase. The Council will seek to ensure that development and change in the area are coordinated to maximise benefits to the area, its businesses and its communities.

7.4 Holborn and Tottenham Court Road (which also includes part of Westminster) are identified as growth areas in the London Plan. The Holborn intensification area is expected to deliver a minimum of 200 new homes and 2,000 additional



Figure 7.1: Policy HCG1 - Holborn and Covent Garden Area

jobs by 2031. The London Plan expects that the Tottenham Court Road opportunity area will deliver a minimum of 500 homes and 5,000 additional jobs by 2031.

Area name	Holborn and Covent Garden Area
Area size (ha)	119 ha
Indicative housing capacity	400 additional homes

Policy HCG1

The Holborn and Covent Garden area has the potential to strengthen its role as a gateway for business and create more vibrant and well-connected neighbourhoods in the heart of Central London with an improved commercial, leisure and retail offer, a high-quality public realm and much needed new self-contained homes.

To enable the area to fully realise its potential, development within the area must:

- a. Make the most efficient use of land while delivering the highest quality architecture that complements the area's rich character, heritage assets and historic form.
- b. Provide retail, food, drink, entertainment and service uses in the area's Central London Frontage, taking opportunities to introduce ground floor town-centre uses where the continuity of the frontage is currently broken and avoiding large-scale office or residential lobbies that lead to the fragmentation of retail frontages..
- c. Maximise opportunities for community access to private facilities intended to serve the development like lobby spaces, roof gardens, cafes and gyms.
- d. Connect, improve, make public and, where possible, reinstate, historic lanes, alleyways and passages in order to increase permeability and encourage walking.
- e. Demonstrate the highest feasible levels of high-quality on-site open space and urban greening, including pocket parks, green roofs and walls, and explore opportunities for creating links to other open spaces in the area.
- f. Contribute to the improvement of the public realm, including an improved network of safe and attractive places and routes for pedestrians and cyclists that successfully links to neighbouring areas and reduces the dominance of traffic in the area.
- g. Support the Council's Liveable Neighbourhoods programme which will deliver significant investment in the public realm throughout the area through appropriate on-site delivery and financial contributions.

Development proposals for specific sites within the Holborn and Covent Garden area must also accord with the relevant individual site allocation. Development proposals on non-allocated sites within the area should contribute to the principles set out above where these are relevant to the development and commensurate with its nature and scale.

7.5 The Council is preparing a Holborn Vision and Urban Strategy to provide further detailed guidance on the redevelopment of the area, consistent with this allocation. It is the Council's intention that the final version of this document will be adopted as a Supplementary Planning Document (SPD). The Vision and Urban Strategy builds on the area's strengths as a gateway for business in the capital that is open to all whilst creating a more vibrant and well-connected neighbourhood in the heart of Central London. Development proposals should be informed by the Vision, which will be a significant material consideration in the assessment of planning applications for sites in the area.

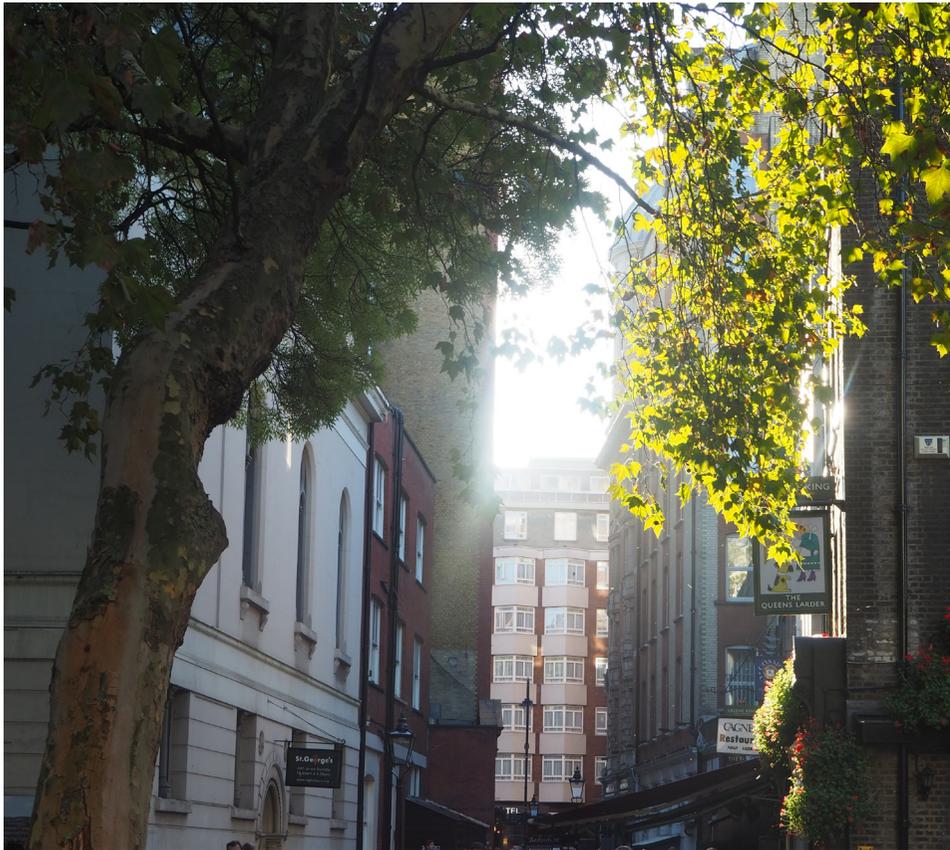
7.6 The Council's aspirations for the Holborn and Tottenham Court Road areas are set out in the Local Plan, and include a mix of land uses, with offices and housing as the predominant uses in development schemes. The Council expects that the London Plan housing target will be met through mixed-use schemes where the additional floor space will result in an obligation to deliver housing and affordable housing, in accordance with the Local Plan's mixed-use policy H2. In light of its central London location, the area is suitable for hotel provision.

7.7 The Council will promote the additional provision of retail and other town centre uses as part of redevelopment schemes in the

Holborn and Tottenham Court Road growth areas. The Council will protect existing retail frontages from fragmentation in order to avoid the creation of isolated and less viable retail units. Developers should take opportunities to introduce ground floor town-centre uses where the continuity of the frontage is currently broken in order to create strong active frontages. The Council will support ground floor lobbies that lead to offices and residential units on the upper floors, as long as these are of a size and in a location that does not fragment existing retail frontages.

7.8 As one of the most accessible parts of the Borough, the Council encourages intensification of the area through higher-density redevelopment of existing properties and infill development. New development is expected to deliver the highest quality architecture of a height and massing that complements the area's rich character, heritage assets and historic form. The wider Holborn and Covent Garden area is characterised by a historic environment owing to the exceptionally high number of statutory listed buildings and substantial coverage of conservation areas. However, some more modern buildings do not successfully relate to Holborn's rich architectural and historic surroundings and have eroded the area's character.

7.9 Development proposals should demonstrate how opportunities for making their facilities, including



lobbies, cafes, restaurants, gyms and roof garden, available to the local community have been maximised. Developers should prioritise active ground floor uses and facilities that provide a clear visual and physical connection between the development and the surrounding streets.

7.10 Holborn and Covent Garden benefits from a network of historic lanes, alleyways and passages. These add to the character of the area and provide alternative, attractive walking routes away from the main

streets. It is expected that new development will seek to connect and improve historic lanes and passages and, where possible, reinstate historic routes that have been lost through previous development.

7.11 Although the area contains some of London's finest squares, the amount of open space and nature in the ward is low in comparison to other parts of the Borough. In light of this, developers are expected to provide green open space and other urban greening measures such as

green walls and green roofs on-site. Urban greening can benefit the area by providing a range of benefits for air quality, noise reduction, urban heat-island effect, rainwater run-off, biodiversity enhancement, recreation, and health and wellbeing. The draft London Plan's Policy G5 Urban Greening Factor provides a useful tool for increasing on-site urban greening.

7.12 Much of Holborn and Covent Garden is traffic dominated, with high levels of pollution, traffic safety problems, and roads forming barriers to pedestrian movement. The Holborn Vision sets out how the public realm of the area will be

improved to meet these challenges. The Council has secured investment from Transport for London's Liveable Neighbourhoods programme to part fund improvements to the environment for pedestrians and cyclists in the area, creating an enhanced public realm and improving access to public transport. Developments will be expected to support this programme of work through appropriate on-site delivery and financial contributions and ensure that individual schemes respond and contribute to the public realm improvements being made.

Question box

Q54. Do you support Policy HCG1? If not, what changes are needed and why?

Q55. Are there any other uses that would be suitable for the Holborn and Covent Garden Area?

Q56. What do you think the infrastructure priorities should be for this area allocation and why?

Q57. Is the boundary shown in Figure 7.1 appropriate in the context of Policy HCG1? If not, what changes are needed and why?

Q58. Are there any other key sites which should be referred to in Figure 7.1? If yes, please include additional information about the site. If it is a site which has been discounted by the authority during the assessment process please state the site reference and name. If the site is a new site please state the site address, a clear description of the type and scale of development that you believe could be accommodated on the site, and if possible attach a site plan.

Policy HCG2 – Former Central St Martins

7.13 The former Central St Martins College (University of the Arts) is an island site surrounded by Southampton Row to the west, Procter Street/Drake Street/Red Lion Square to the east, Theobald's Road to the north and Fisher Street to the south.

7.14 The site was previously in higher education use and currently has a number of meanwhile uses. The western part of the site is located within the Kingsway Conservation Area and the eastern part of the site sits opposite the Bloomsbury Conservation Area.

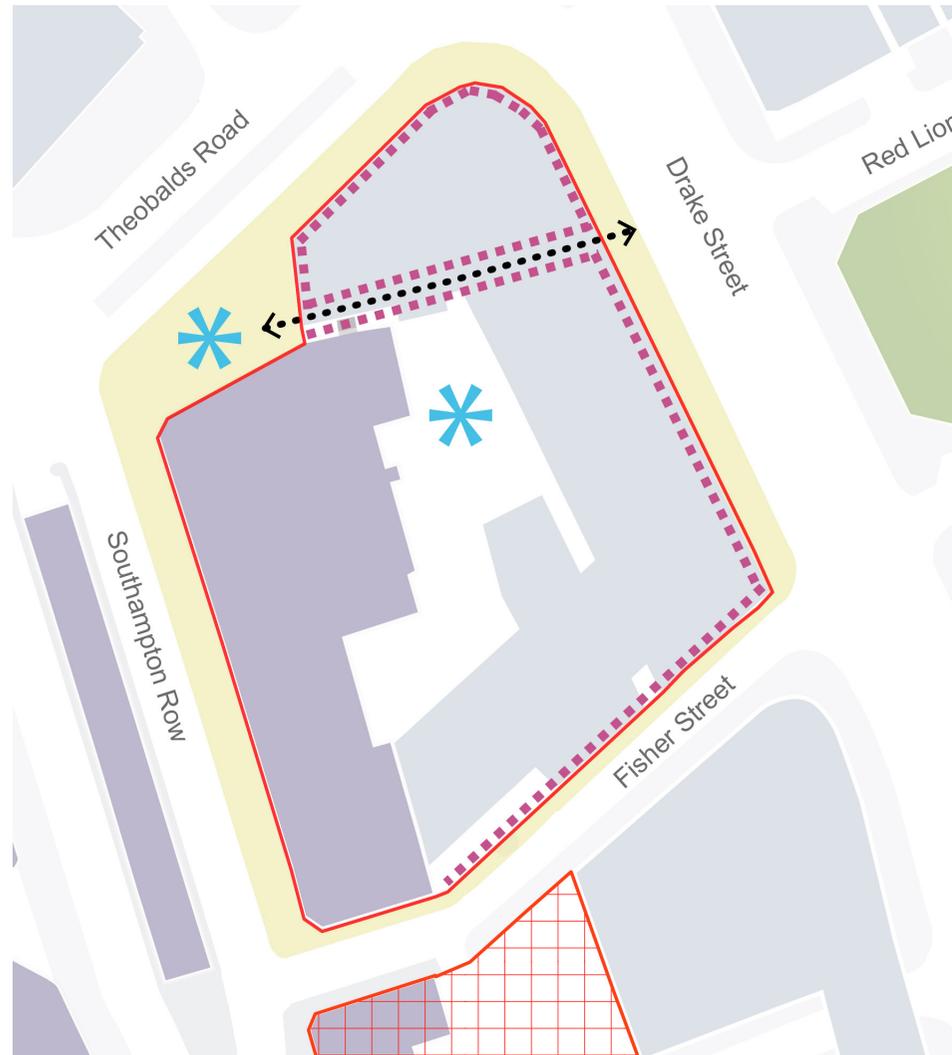


Figure 7.2: Policy HCG2 - Former Central St Martins College

Policy HCG2

The former Central St Martins College (University of the Arts) site is allocated for mixed-use development including hotel, self-contained homes, retail, and creative workspace, cultural and public uses.

Development must be in accordance with Policy HCG1 and in addition must:

- Retain the Grade II* listed Lethaby Building at 12-42 Southampton Row, ensuring that its fabric and setting are restored and protected to better reveal its heritage significance, and establishing an appropriate and viable use to ensure the building's long-term future.
- Provide an on-site cultural use, including gallery, exhibition space or other publicly available cultural space.
- Ensure any new buildings and extensions are of an exceptional architectural quality to respond to the site's sensitive and varied context and range of interfaces, particularly Red Lion Square and the Lethaby Building. Any additional height, scale or massing to the current building on Red Lion Square would need to be sufficiently justified and articulated.
- Create a new public pedestrian route to conform to the historic alignment of the street that led diagonally north-westwards from Red Lion Square.
- Make significant improvements and contributions to the public realm on the site, including new public open spaces and routes.
- Respond and contribute to streetscape improvements in the wider area on Southampton Row, Theobalds Road, Fisher and Procter/Drake Street.
- Provide active ground floor uses, including retail or front doors and windows that contribute to the life on the street to Procter/Drake Street and Theobalds Road, and other streets where possible.

Site address	12 - 42 Southampton Row & 1-4 Red Lion Square, WC1B 4AF
Site area (ha)	0.45
Proposed uses	Hotel, self-contained residential, cultural, retail
Indicative housing capacity	85



7.15 Proposals for this site will be considered having regard to Policy HCG2, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

7.16 Given its highly accessible location in the Central Activities Zone (CAZ) and Holborn growth area a mix of uses, including hotel, housing, creative workspace, cultural and public uses, would be appropriate on this site.

7.17 Built as the Central School of Arts and Crafts, the Lethaby Building has made a significant contribution to design, arts and culture. In addition, the Cochrane theatre was built on the site in 1963 for the

Central School of Art & Design and remained operational until 2012 when Central St Martins moved to their new site at King’s Cross. In light of the site’s significant cultural heritage, a cultural use on the site should be reintroduced, for example a gallery, exhibition space or other publicly available cultural space, which would give the site an attraction and help to create interest and activity throughout the day.

7.18 Apart from the Grade II* listed Lethaby Building, the existing buildings are of limited merit and could be replaced. New buildings must be of an exceptional standard of architecture and enhance the setting of both the listed Lethaby Building and to Red Lion Square. A Certificate of Immunity (COI) against listing has

been issued for the Cochrane Theatre and attached Administrative Block (expiring 14 July 2024).

7.19 At eleven storeys, the existing 1960s slab and podium block towards the east of the site is one of the tallest building in the area. Due to the surrounding townscape, conservation areas, and listed buildings, in particular the Lethaby Building, a new building that exceeds this height is unlikely to be considered acceptable.

7.20 The Procter Street gyratory was created on the bomb-devastated ruins of Red Lion Square in 1968. One of the distinctive pattern of diagonal streets leading out of the square was lost in the associated development. The reinstatement of the historic diagonal route from Drake Street to Theobalds Road is expected as part of the redevelopment of 1-4 Red Lion Square to improve permeability, create a link between Southampton Row and Red Lion Square, and allow people to walk through the site.

7.21 The site is located on a busy road and the on-site self-contained residential element of any redevelopment must therefore be

located and designed to minimise the negative impacts of noise and pollution on the amenity of residents. All uses on the site should be designed so that they do not negatively impact the amenity of residents.

7.22 Public realm improvements are planned on all sides of the site and the development of the site must contribute to and respond to these improvements. Several of the frontages of the current buildings are blank or inactive, which contributes to a poor public realm and lack of overlooking. Opportunities for introducing active frontages, including retail or front doors and windows, should be maximised, in particular on Procter/Drake Street and Theobalds Road, in order to ensure overlooking and increase the sense of safety on the streets around the building. Independent retailers and those serving the local community should be encouraged.

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• Question box

• Q59. Do you support Policy HCG2? If not what changes are needed and why?

• Q60. Is the boundary in Figure 7.2 appropriate in the context of Policy HCG2? If not, what changes are needed and why?

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Policy HCG3 – 1 Museum Street

7.23 1 Museum Street is a Travelodge hotel and multi-storey car park located in the Tottenham Court Road growth area. The 1960s Travelodge tower is 17 storeys with a three-storey podium. The site is not within a conservation area but adjoins

the Bloomsbury Conservation Area which covers the area to the north and west of the site.

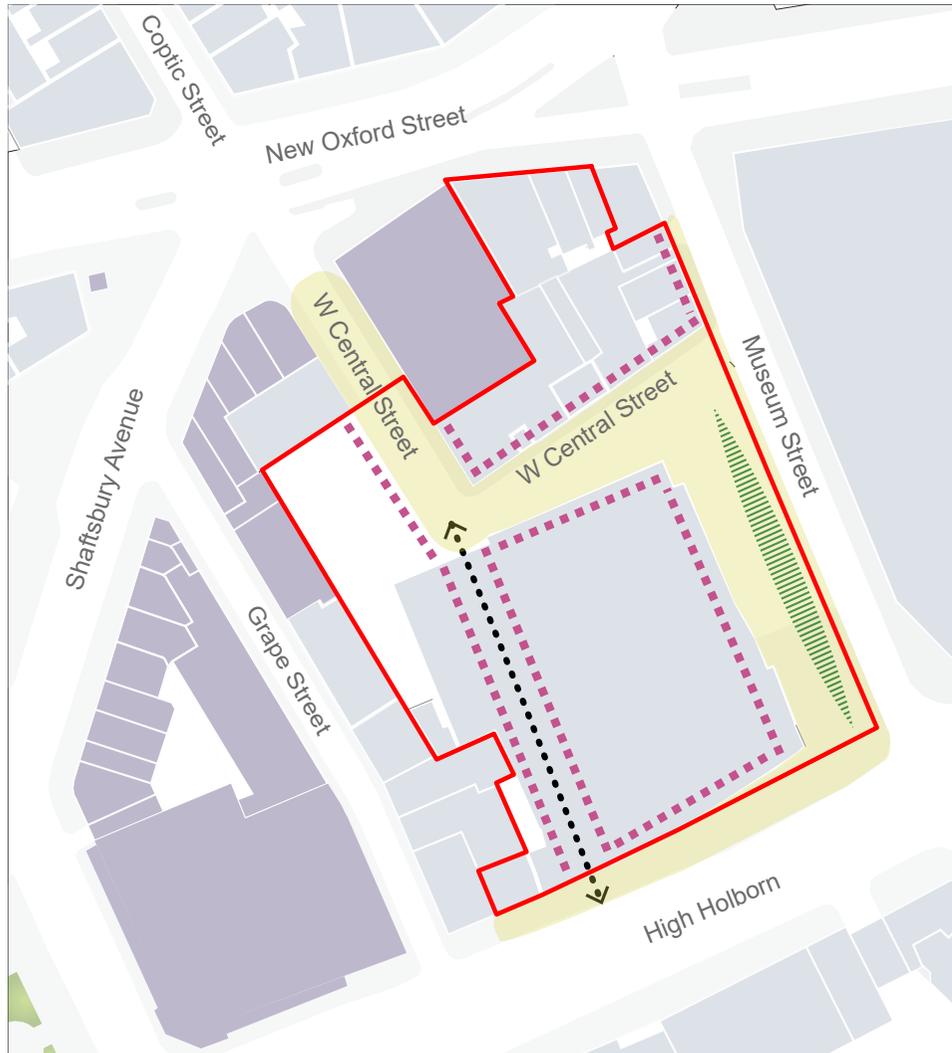


Figure 7.3: Policy HCG3 - 1 Museum Street

Policy HCG3

1 Museum Street is allocated for mixed-use development including hotel, self-contained homes, offices and retail.

Development must be in accordance with Policy HCG1 and in addition must:

- Ensure that any new buildings are designed to respond to the site's varied context, including listed buildings, the setting of specific heritage assets, and the Bloomsbury conservation area
- Ensure that any replacement building is of a height and massing that can successfully integrate with the surrounding townscape
- Maximise active ground floor uses, either through retail or front doors and windows that create lively and well-overlooked streets on Museum Street, West Central Street and High Holborn
- Respond and contribute to the planned streetscape improvements and provide public space on Museum Street and West Central Street
- Explore options for providing a public route with active ground floor uses, primarily shops and restaurants, through the site on the axis with Coptic Street
- Maximise opportunities for high-quality urban greening, in particular along the wide pavement on Museum Street

Site address	1 Museum Street
Site area (ha)	0.45
Proposed uses	Hotel, commercial, housing
Indicative housing capacity	50

7.24 Proposals for this site will be considered having regard to Policy HCG3, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

7.25 Given its highly accessible location in London's Central Activities Zone (CAZ) and Tottenham Court Road Growth area, a mix of uses, including hotel, commercial, and housing, including affordable housing, would be appropriate uses on this site.

7.26 Redevelopment of the site offers the opportunity for higher-quality buildings which make better use of the limited land available by removing the multi-storey car park, redeveloping the podium building and developing the vacant part of the site on West Central Street.

7.27 At seventeen storeys the existing tower is one of the tallest buildings in the area, however a more elegant and refined tower could more successfully integrate with the surrounding townscape and the Bloomsbury conservation area.

7.28 The frontages facing West Central Street and Museum Street are currently blank and inactive, which contribute to the poor public realm and lack of overlooking. Redevelopment should provide active ground floor uses, through retail or front doors and windows that contribute to the life of the street on Museum Street, West Central Street and High Holborn.

7.29 Development of the site should provide a new public route on the axis with Coptic Street, creating a new route from the British Museum. This would increase permeability, allowing people to walk through the site. Active ground floor uses, including shops, restaurants, entrance doors and windows, should be introduced along the new route in order to ensure overlooking and increase the sense of safety and overcome anti-social behaviour on West Central Street.

7.30 Significant public realm improvements are planned for the area and any development of the site must contribute and respond to these improvements, including providing improved public space on Museum Street.

Question box

Q61. Do you support Policy HCG3? If not, what changes are needed and why?

Q62. Is the boundary shown in Figure 7.3 appropriate in the context of Policy HCG3? If not, what changes are needed and why?



Policy HCG4 – 134 - 149 Shaftesbury Avenue

7.31 The building at 135-149 Shaftesbury Avenue is surrounded by Shaftesbury Avenue, St Giles Passage, New Compton Street and Stacey Street. The Phoenix Community Garden lies to the rear of the site. The building opened in 1931 as the Saville Theatre and was converted to a cinema in 1970. It is currently used as an Odeon Cinema.

7.32 The site is not within a conservation area but adjoins the Seven Dials (Covent Garden) Conservation Area which covers the south side of Shaftesbury Avenue, and the Denmark Street Conservation Area, which covers the north side of New Compton Street.

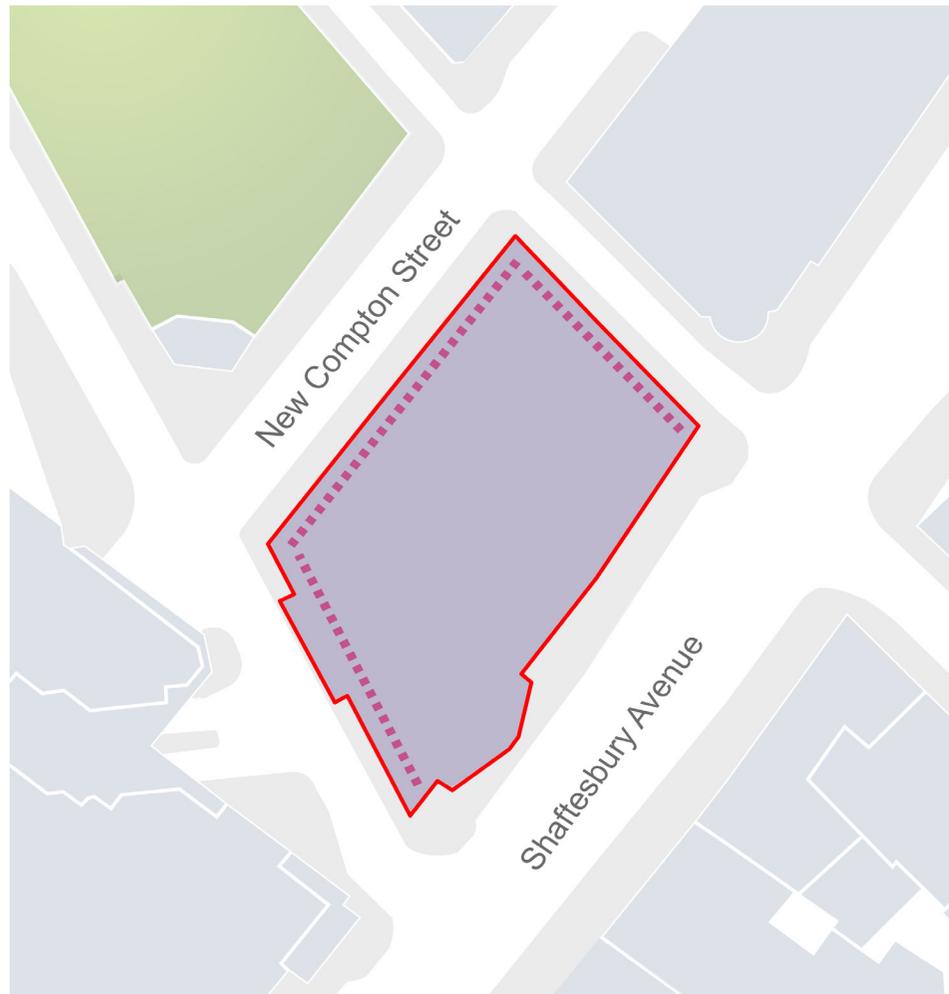


Figure 7.4: Policy HCG4 - 135-149 Shaftesbury Avenue

Policy HCG4

The site is allocated for cinema or theatre use. Provision of other uses, such as commercial and self-contained homes, are considered acceptable provided that these are secondary uses within a mixed-use scheme with a cultural facility as the predominant use.

Development must be in accordance with Policy HCG1 and in addition must:

- a. Retain the Grade II listed building and ensure that its fabric and setting are protected, restored and enhanced, particularly the building's distinctive features.
- b. Retain the cinema/theatre use and ensure that any other uses introduced on the site do not compromise or restrict the viability or operation of the cinema/theatre.
- c. Ensure that the cinema/theatre function is integrated in the building's design, including careful consideration of the location, size and relationship of the screening rooms/stage, to circulation and other public spaces.
- d. Retain the main, front entrance for the cinema/theatre use, and use side entrances for any secondary uses.
- e. Ensure that any roof extension is of an exceptional architectural quality to complement and enhance the host building.
- f. Explore options for activating the blank façades facing St Giles Passage, New Compton Street and Stacey Street, including windows, entrances and active ground floor uses that contribute to the life on the street.
- g. Contribute to improvements of the public realm around the building to create better-lit routes and encourage activity around the building.
- h. Contribute towards the provision of permanent self-contained homes in the wider area through the provision of housing on an alternative site nearby, or a payment-in-lieu

Site address	134 - 149 Shaftesbury Avenue
Site area (ha)	0.08
Proposed uses	theatre/cinema, cultural use

7.33 Proposals for this site will be considered having regard to Policy HCG4, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

7.34 The site is allocated for theatre/cinema as the primary use. It could potentially accommodate additional uses, including commercial or self-contained housing, as secondary uses within a mixed-use scheme with the cinema or theatre as the predominant use.

7.35 The supply of sites that could accommodate a large-scale cultural venue, such as a theatre,

is very limited in the West End and there is continued demand by theatre operators for such venues. Paragraph 92 of the NPPF (2019) advises that planning policies and decisions should plan positively for and guard against the unnecessary loss of cultural facilities. The Council will therefore seek to retain cinema/theatre use on this site and will resist their loss. Alternative public cultural uses may be considered if it can be demonstrated to the Council's satisfaction that a cinema or theatre operator cannot be identified.

7.36 The Grade II listed building's original use as a theatre is strongly reflected in the striking design of the façade facing Shaftesbury Avenue which includes a sculptural relief

frieze depicting the history of dramatic art running the length of the building and an entrance set in a large arched opening. Any development of the site must conserve and restore the building and its unique architectural features.

7.37 The historic architecture of the building is robust and could potential support a roof extension. Any roof extension should be of the highest architectural quality to complement and enhance the host building and of a height and massing that is appropriate to the site's surrounding townscape and does not negatively impact the neighbouring conservation areas or the Phoenix Community Garden.

7.38 In contrast to the ornate front elevation, the side and rear elevations of the building are dominated by predominantly blank façades, which should be activated through the introduction of windows, entrances or public uses at ground floor, to ensure overlooking and increase the sense of safety on the streets around the building.



Question box

Q63. Do you support Policy HCG4? If not, what changes are needed and why?

Q64. Is the boundary shown in Figure 7.4 appropriate in the context of Policy HCG4? If not, what changes are needed and why?

Policy HCG5 - Other development sites in the Holborn and Covent Garden Area

Policy HCG5

Sites identified in Figure 7.5 will be allocated for the uses set out in the table

Allocation reference	Site name	Proposed uses	Indicative housing capacity
HCG5a	Tybalds Estate (infill)	Self-contained homes	56 additional homes (416 total – includes 360 existing)
HCG5b	294-295 High Holborn	Office, Self-contained homes	10 additional homes
HCG5c	Panther House, 38 Mount Pleasant, The Brain Yard, 156-164 Gray's Inn Road	Office, Self-contained homes	8 additional homes
HCG5d	Castlewood House and Medius House	Office, Self-contained homes	18 additional homes
HCG5e	8-10 Southampton Row	Hotel, Self-contained homes	9 additional homes
HCG5f	60-67 Short's Gardens & 14-16 Betterton Street	Office, Self-contained homes, retail	4 additional homes
HCG5g	GOSH Masterplan	Hospital	0
HCG5h	Holborn Library and Cockpit Yard	Self-contained homes, library	120 additional homes
HCG5i	Hand Court, 50-57 High Holborn	Office, Self-contained homes, retail	6 additional homes
HCG5j	18 Vine Hill and 15-29 Eyre Street Hill	Hotel, Self-contained homes	10 additional homes

Figure 7.5: Other development sites in the Holborn and Covent Garden Area

7.39 Within the Holborn and Covent Garden Area there are a number of other development sites. These sites are listed in Figure 7.5. We consider that Policies KQ1, HCG1 and the Camden Local Plan 2017 provide a robust basis for considering proposals for development in these locations. As such the Plan does not include a detailed allocation policy for these sites and seeks to allocate them through Policy HCG5.

7.40 Proposals for sites identified in Figure 7.5 will be considered having regard to Policies HCG1 and HCG5, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

Question box

Q65. Do you support Policy HCG5? If not, what changes are needed and why?

Q66. Are the boundaries shown in Figure 7.6 appropriate in the context of Policy HCG5? If not, what changes are needed and why?

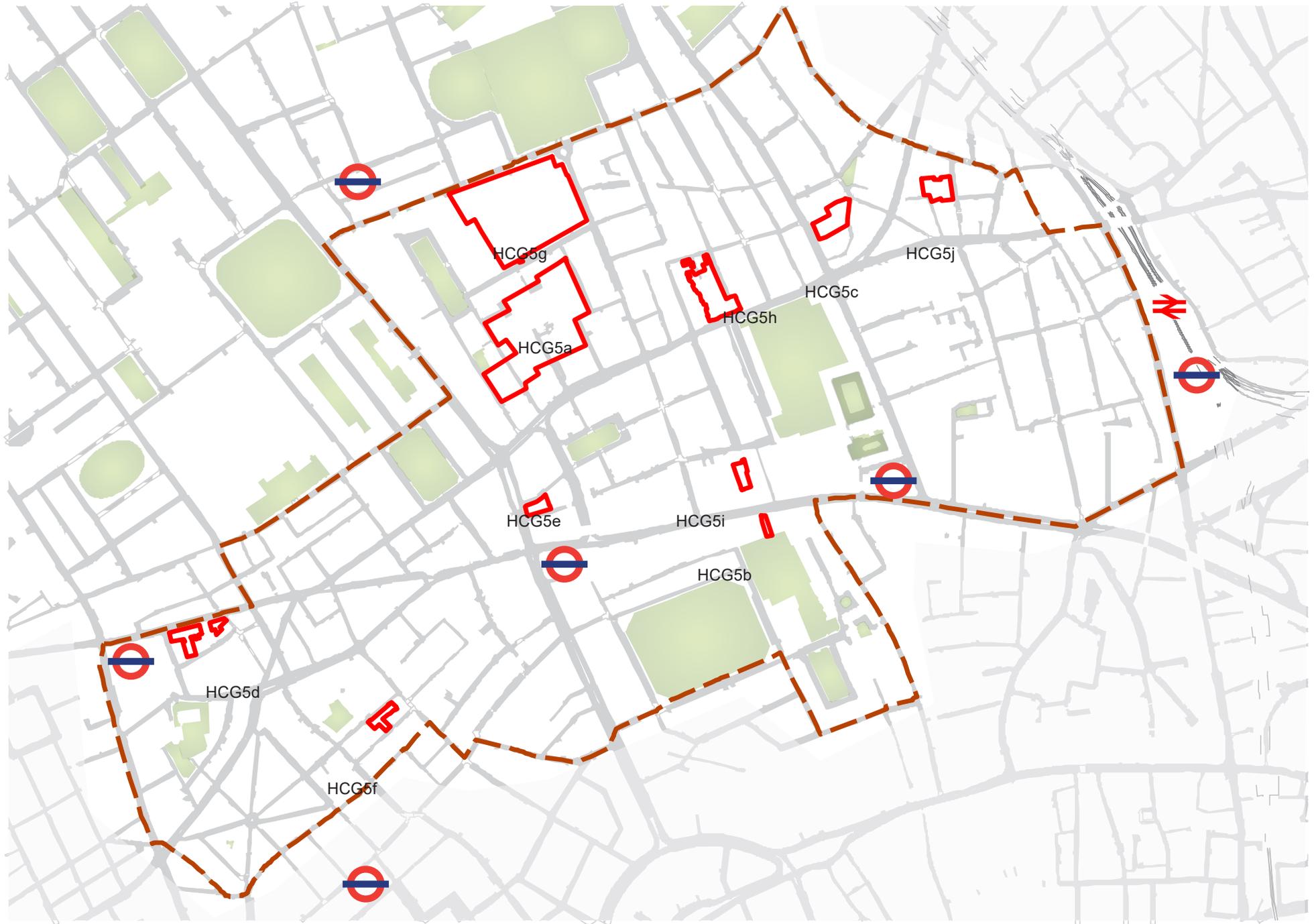


Figure 7.6: Policy HCG5 - Other development sites



Kentish Town Area

Policy KT1 – Kentish Town Area

8.1 The area to the west and north-west of Kentish Town Station is identified as a key development area for the borough. The southern part is focused around the Regis Road Growth Area, designated in the Camden Local Plan, while the northern part is predominantly covered by the borough’s designated Industry Area. The area is bordered by the communities of Kentish Town, Dartmouth Park and Gospel Oak, with Hampstead Heath lying to the north. The south eastern part of the area falls within the Kentish Town town centre.

8.2 Much of the Kentish Town area is occupied by industrial and warehousing uses, largely at low densities, with significant amounts of car parking and presents a significant opportunity for intensification and diversification to create a vibrant new neighbourhood with a mix of employment, housing and community uses alongside new open spaces. The area is currently cut off from its surroundings and redevelopment provides the opportunity to improve connections with adjacent areas and communities and across the site.

8.3 The Kentish Town Area is also covered by two Neighbourhood Areas for which local communities have prepared neighbourhood plans. Broadly, the southern part of the area falls within the Kentish Town neighbourhood area, while the northern part lies within the Dartmouth Park neighbourhood area.



Figure 8.1: Kentish Town Area

Policy KT1

The Kentish Town area has the potential to become 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 enable the area to fully realise its potential, development within the area must:

- a. 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 and start-ups, and for businesses supporting London's Central Activity Zone (CAZ) and the local economy
- b. Retain existing businesses as far as possible, in particular industrial and warehouse/logistic uses that support the functioning of the CAZ or local economy
- c. Provide a substantial number of new permanent self-contained homes, including genuinely affordable housing and a significant proportion of homes for families
- d. Ensure the successful co-location of uses through innovative design approaches and ensure non-employment uses do not compromise the operation of businesses
- e. Adopt sustainable transport practices, facilitating active means of travel and minimising the need for vehicle access
- f. Create attractive and safe pedestrian and cycling routes through, and into, the area, significantly improving connections with surrounding communities
- g. Be of high-quality design that respects its context and celebrates local heritage assets, producing an area with a rich and varied character
- h. Create a high-quality public realm which includes significant provision of welcoming and safe parks and open spaces for play and social interaction
- i. Contribute to the creation of a neighbourhood that is exemplary in terms of sustainability, with the aspiration to be zero carbon
- j. Take account of designated and local views, including the view from Hampstead Heath and the view of Hampstead Heath/ Parliament Hill from Kentish Town railway bridge
- k. Be designed to facilitate, and link to, any future development of adjacent sites and deliver new infrastructure

Development proposals for specific sites within the Kentish Town Area must also accord with the relevant individual site allocation below.

Development proposals on non-allocated sites within the area should contribute to the principles set out above where these are relevant to the development and commensurate with its nature and scale.

8.4 The Council is preparing a Kentish Town Planning Framework to provide further detailed guidance on the redevelopment of the area, consistent with this allocation. Development proposals should be informed by the framework, which will be a material consideration in the assessment of planning applications for sites in the area.

8.5 Proposals for this site will be considered having regard to Policy KT1, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

8.6 Redevelopment within the Kentish Town area provides an exciting opportunity to transform an area that is largely characterised by low density employment uses and disconnected from surrounding communities, to make more efficient use of Camden's limited land and deliver substantial benefits to the local area and the whole borough.

8.7 Comprehensive redevelopment of the area must include higher density industrial provision (in use classes B1c, B2, B8 and Sui Generis of a similar nature). It should provide space for start-ups

and small and medium enterprises to expand the existing cluster of creative, cultural and technology industries in the surrounding areas, and provide a significant amount of affordable workspaces. Uses in other growth sectors such as the knowledge economy may also be suitable. Development should maintain the area's existing industrial employment character. While provision of some office space may be considered appropriate, this should be of a relatively small scale that does not alter the character of the area. Large floorplate 'corporate' offices are unlikely to be considered suitable.



8.8 Development will provide a significant number of additional jobs and must be supported by an ambitious employment and skills strategy that secures training, apprenticeship and job opportunities for Camden residents, particularly those in the local area and adjoining wards.

8.9 The design of development schemes must ensure that employment provision and other uses can operate successfully as part of a new mixed-use neighbourhood, and innovative design solutions to achieve this, such as stacking and/or co-locating uses, are encouraged. The area can deliver a large number of new homes, including substantial provision of affordable housing, new green and open spaces, and greatly improved access into and through the area, connecting neighbouring communities.

8.10 A variety of types and sizes of homes, including a substantial proportion of larger homes suitable for families, should be provided to ensure the creation of a mixed and sustainable community. The housing delivered could include homes for older people, co-housing, and provision for high density self-build homes, and the area is considered

suitable for innovative forms of new housing.

8.11 New cultural and leisure facilities that would complement the existing offer in Kentish Town (such as theatre use) are encouraged. Applications should demonstrate that any retail and food and drink component 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.

8.12 Movements in, out and through the Kentish Town Area, and in particular its main development sites, are significantly restricted by railway lines and the small number of, often hidden, access points. This cuts off the area from its surroundings and acts as a barrier between the neighbouring communities. The Council will therefore require development in the area to contribute towards creating a place that is accessible to all, connects with its surroundings, including Kentish Town town centre, Gospel Oak and Dartmouth Park, and prioritises walking and cycling.

8.13 Given existing pressures on the surrounding road network and constrained access to the area,



development schemes must carefully consider their impact on junctions, nearby sensitive uses and local roads. Particular consideration must be given to the proportion and type of industrial and commercial uses, especially those requiring large articulated lorries or high frequency vehicle movements. It is therefore likely that additional industrial floorspace should be weighted towards lighter industry.

8.14 Redevelopment within the Kentish Town Area is an opportunity to create an exemplary development in terms of sustainability. The Council's ambition for the area to be a 'zero emission' neighbourhood with the highest environmental standards, improved air quality, reduced vehicle movements and congestion, and design that supports healthy lifestyles.

8.15 Development must contribute towards sustainable and active transport within the area and its surroundings. The wider Kentish Town area is identified in the Camden Transport Strategy as a priority location to deliver a 'Healthy Streets' project. The Council's Cycling Action Plan identifies Highgate Road, Fortress Road and Kentish Town Road as proposed 'primary' cycling corridors. Businesses moving into the area and those staying on redeveloped sites will be required to adopt sustainable transport and servicing practices, such as limiting parking to essential operational and servicing needs, and using electric vehicles or cycles for deliveries and servicing.

Area Name	Kentish Town Area
Site area (ha)	30ha
Indicative housing capacity	2,000 additional homes

8.16 This allocation contributes to, and is consistent with, the implementation of the good growth approach set out in the emerging London Plan in particular:

- Policy GG2 Making the best use of land, which promotes proposals to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly on sites that are well-connected by public transport, walking and cycling, applying a design-led approach;
- Policy GG4 Delivering the homes Londoners need, which seeks to ensure that more homes are delivered and the creation of mixed and inclusive communities.

8.17 The Kentish Town Neighbourhood Plan identifies part of the area as a 'Potential Development Area' recognising the potential of the area for mixed-use development, while retaining, and where possible increasing, the level of industrial floorspace and employment opportunities. It notes that housing is badly needed in Kentish Town and mixed-use development would benefit the neighbourhood area and London as a whole. The Dartmouth Park Neighbourhood Plan identifies its part of the Murphy site (site xx) as providing an opportunity for development for a mix of residential and business/employment units to enhance the area.

8.18 The Kentish Town area contains two principal sites expected

to come forward for comprehensive redevelopment - the designated Regis Road growth area and the Murphy site. These should be comprehensively masterplanned to ensure that redevelopment across the sites is fully co-ordinated and opportunities are optimised, in terms of the quantum of development, the provision of new homes, jobs, open space and public realm, routes and connections, community facilities, and necessary infrastructure. Development at these locations must be consistent with Policy KT1 above and the relevant site specific allocation (Policies KT2 and KT3). Site allocations for other potential development sites within the Kentish Town area set out how the redevelopment must take into account Policy KT1.

8.19 Given the size of the area and the range of development sites, comprehensive redevelopment may take many years. Proposals must be therefore be designed as part of a comprehensively masterplanned scheme and facilitate the future redevelopment of neighbouring sites consistent with this Site Allocations Plan and the Kentish Town Planning Framework in terms of, for example, the location, design and use of buildings and routes, and accommodating the relocation of businesses or functions within the area. The Council will resist piecemeal proposals for individual sites and schemes that could prejudice comprehensive redevelopment or the delivery of any of its ambitions for the area.



Question box

Q67. Do you support Policy KT1? If not, what changes are needed and why?

Q68. What do you think the infrastructure priorities should be for this area allocation and why?

Q69. Is the boundary shown in Figure 8.1 appropriate in the context of Policy KT1? If not, what changes are needed and why?

Q70. Are there any other key sites which should be referred to in Figure 8.1? If yes, please include additional information about the site. If it is a site which has been discounted by the authority during the assessment process please state the site reference and name. If the site is a new site please state the site address, a clear description of the type and scale of development that you believe could be accommodated on the site, and if possible attach a site plan.

Policy KT2 - Regis Road Growth Area

8.20 In terms of its location and the scale of opportunity it presents, Regis Road is a key site in the achievement of the Council's ambitious aspirations for the Kentish Town area as set out in Policy KT1 above.

8.21 The Regis Road site is bound to the north and west by railway lines, to the south by the rear of properties along Holmes Road and to the east by York Mews behind Kentish Town Road. The area is largely cut off from the rest of Kentish Town and surrounding areas and does not allow for movement between them. Currently the junction with Kentish Town Road is the only way in and out of the area for vehicles.

8.22 It is currently home to a number of commercial units, with logistics, manufacturing and other businesses. Businesses on Regis Road make an important contribution to Camden's economy and some support the operation of London's Central Activities Zone. Many buildings on the site are single storey sheds surrounded by areas of yard space and parking. Landownership in the area is fragmented, and landowners include the Council who own the Regis Road Recycling and Reuse Centre and the car pound.

8.23 Employment densities within the area are relatively low and the comprehensive redevelopment of the area provides the opportunity to intensify employment use, increasing the range of business premises and sectors on site and providing significant additional jobs.

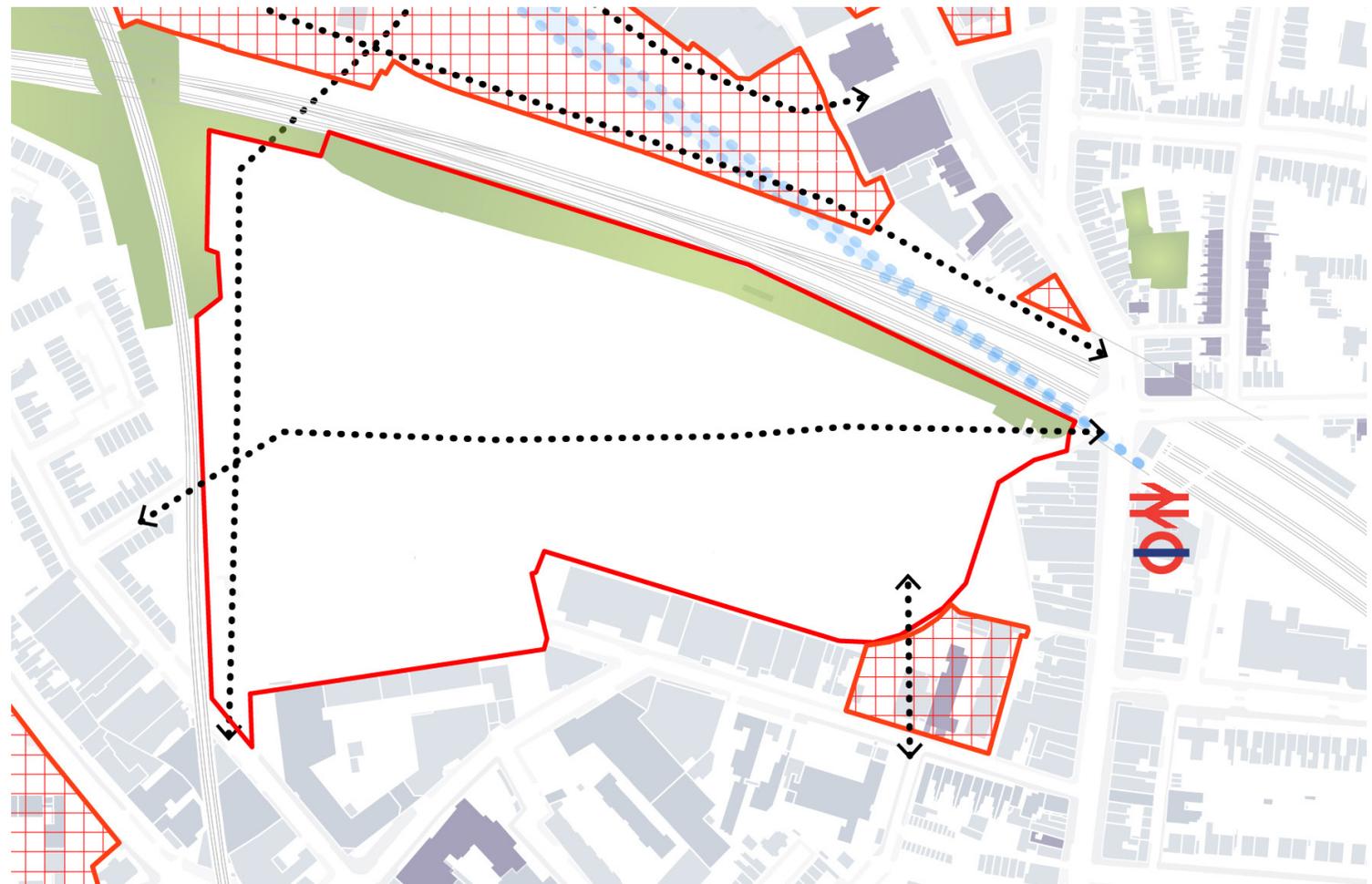


Figure 8.2: Regis Road Growth Area

Policy KT2

The Regis Road Growth Area is allocated for comprehensive employment-led redevelopment that provides a mix of uses, including industry, logistics, and other employment uses, permanent self-contained homes, open space, and community facilities.

Development must be in accordance with Policy KT1 - Kentish Town Area, and in addition must:

- a. Reprovide or intensify industrial uses through efficient design allowing co-location with housing and other Proposed uses
- b. Provide for other high density employment uses reflecting existing local business clusters and Camden's growth sectors
- c. Improve the link between Regis Road and Kentish Town Road, physically and visually, better integrating the area with Kentish Town
- d. Provide an attractive and clear east-west route connecting Kentish Town Road with Gospel Oak
- e. Provide connections between Regis Road and Holmes Road
- f. 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
- g. Provide for a pedestrian and cycling link across the railway line to the Murphy site
- h. Ensure the site is designed to minimise vehicle movements and parking
- i. Provide substantial new public open spaces and look to provide a new public square as a focus for the area and community activity
- j. Retain or re-provide the Regis Road Recycling and Reuse Centre
- k. Facilitate and allow links to any future development of adjacent sites, in particular the Murphy site

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.

8.24 Proposals for this site will be considered having regard to Policy KT2, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

8.25 The Camden Local Plan identifies Regis Road as a growth area for comprehensive employment-led mixed-use development. Redevelopment of the site will allow new and existing businesses to thrive alongside significant numbers of homes and new open spaces in an attractive mixed-use area, successfully connected to its surroundings, bringing benefits to Kentish Town and the wider area.

8.26 High density employment provision at Regis Road should include a mix of light industrial, industrial and storage / warehouse / logistics uses (in use classes B1c, B2, B8 and sui generis uses of a similar nature) and a significant element of affordable workspace.

8.27 The Kentish Town Neighbourhood Plan recognises the potential of the Regis Road sites for mixed-use development. It 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 Plan sets out general development criteria expected to apply to proposals for development within the Regis Road site, subject to viability.



Site address	Industrial estate around Regis Road
Site area (ha)	7.4ha
Proposed uses	Industry / employment; housing; community uses; open space
Indicative housing capacity	1,000 additional homes

8.28 The redevelopment of Regis Road should, where possible, retain existing businesses that wish to stay on the site, and in particular industrial and warehouse uses that support the functioning of the CAZ or local economy. The developer will therefore need to work with existing businesses to understand their requirements, ambitions and potential for reprovision or relocation. A business retention / relocation strategy must be provided as part of the planning application for the site.

8.29 In accordance with the Camden Local Plan and the North London Waste Plan, development must safeguard the existing Council Recycling and Reuse Centre. The facility must be reprovided on site unless a suitable compensatory site is provided elsewhere that replaces the maximum throughput achievable at the current site and ensures the continuous availability of the service.

8.30 The junction with Kentish Town Road provides the only access point into Regis Road and movement through the site between surrounding neighbourhoods is restricted. Development must therefore seek to create additional access points,

e.g. through the railway arches, to substantially improve connections to the surrounding area and adjacent communities, in particular to Gospel Oak and Holmes Road. It should also provide new attractive and safe east-west and north-south pedestrian and cycle routes through the area.

8.31 Development proposals should be informed by the Council's Kentish Town Planning Framework, which will be a material consideration in the assessment of any planning applications for the site. Proposals should be progressed through a masterplan process, informed by the Kentish Town Planning Framework. Proposals must be designed to be compatible with, and facilitate, the redevelopment of neighbouring sites and in particular the Murphy site, in line with the comprehensive approach to the area set out in Policy KT01.

8.32 The comprehensive redevelopment of the scale necessary at Regis Road is likely to take some time. Prior to this, the Council aims to ensure that the area continues to be a functioning employment area. We may consider employment-focussed temporary ("meanwhile" uses) during the construction of the comprehensive scheme to ensure productive use of otherwise unused land in a way that is beneficial to the area and local communities.

8.33 Any development schemes that come forward before the area is comprehensively redeveloped must not prejudice the achievement of future aspirations for Regis Road. Further detail on the Council's approach to applications submitted in advance of the redevelopment of the whole area is set out in the Kentish Town Planning Framework.



Question box

Q71. Do you support Policy KT2? If not, what changes are needed and why?

Q72. Is the boundary shown in Figure 8.2 appropriate in the context of Policy KT2? If not, what changes are needed and why?

Policy KT3 - Murphy Site

8.34 This site is predominantly owned and occupied by the Murphy group, with some land in Network Rail ownership. It is characterised by low intensity industrial use, open yard space and vehicle parking, with some office use within former locomotive sheds. It is bounded by railway lines to the north, west and south and has restricted access. Murphy are moving some functions away from the site, although their national headquarter office will remain.

8.35 The Murphy site forms part of the Kentish Town Industry Area identified in the Camden Local Plan. The Plan states that the Council will retain the Kentish Town Industry Area for industrial and warehousing uses by resisting any proposals that would lead to the loss of sites in Use Classes B1(b), B1(c), B2 and B8 (i.e. research and development, light industry, general industry and storage / distribution) and sui generis uses of a similar nature

8.36 The Local Plan recognises that part of the Industry Area (i.e. the Murphy site) is in low density employment use. It states that the Council will consider higher intensity redevelopment proposals for employment uses, and that the inclusion of other proposed uses, such as housing, affordable housing and open space, could form part of development proposals provided that they would not prejudice the successful operation of businesses in the area.

8.37 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 sets out the Forum's aspirations for any development of the site.

Site address	J.Murphy & Sons Limited, Highgate Road
Site area (ha)	6.7ha
Proposed uses	Industry / employment; housing; community uses; open space
Indicative housing capacity	750 additional homes

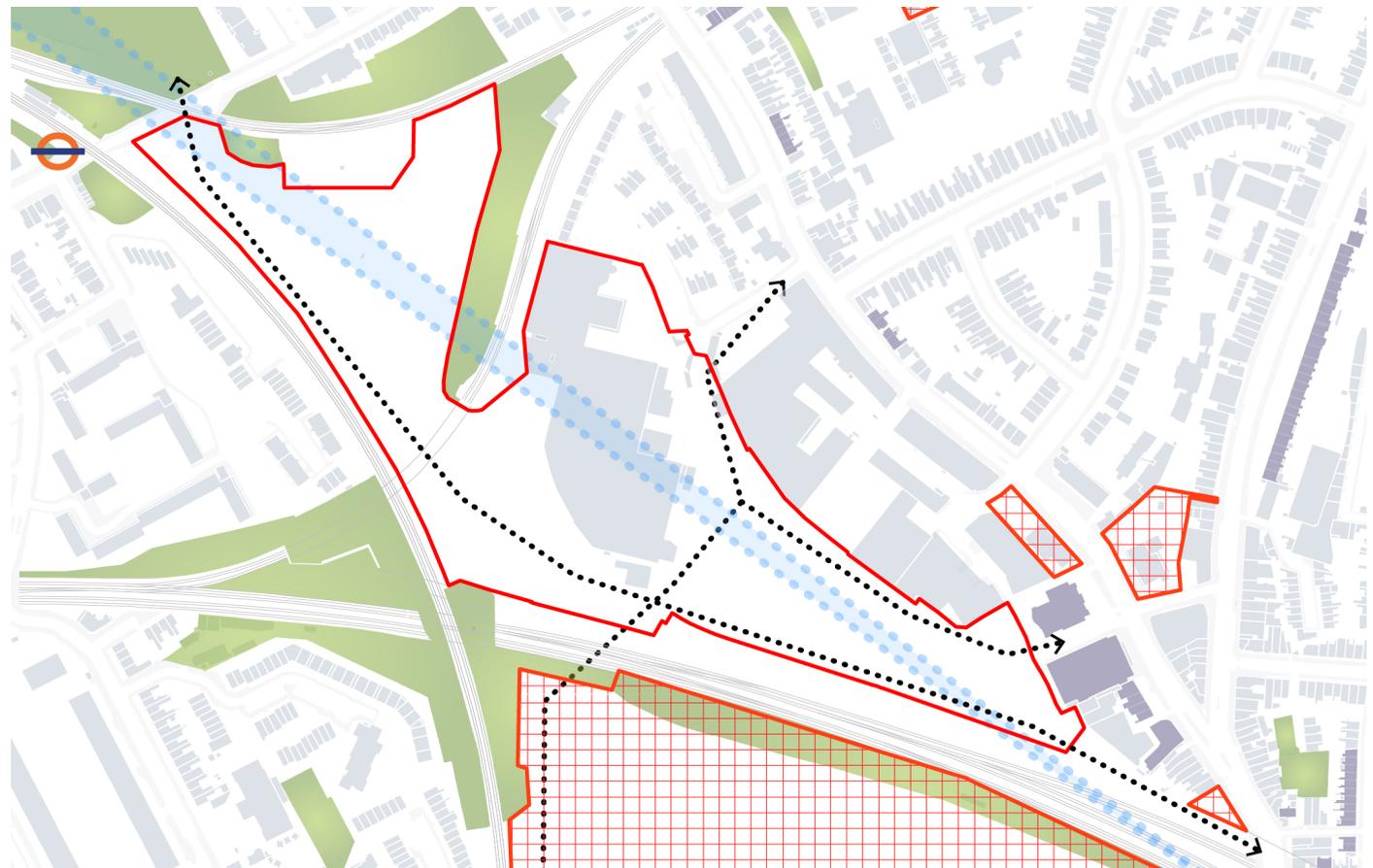


Figure 8.3: Murphy Site

Policy KT3

The Murphy site is allocated for comprehensive employment-led redevelopment that provides a mix of uses including industry and other employment uses, permanent self-contained homes, open space, and community facilities.

Development must be in accordance with Policy KT1 - Kentish Town Area, and in addition must:

- a. Intensify industrial provision to deliver an increase, or at least no overall net loss, of industrial, storage and warehousing capacity, and provide for other high density employment uses reflecting existing local business clusters and Camden's growth sectors
- b. Use efficient design to allow intensification and co-location of employment uses with a significant amount of housing and with other proposed uses
- c. Provide a new green connection between Kentish Town and Hampstead Heath, including the provision of cantilevered access between the site and Kentish Town Road
- d. Facilitate a new north-south pedestrian and cycle route from Kentish Town to Highgate Road passing through the site
- e. Provide or facilitate and contribute towards a pedestrian and cycling link across the railway line to the Regis Road site
- f. Ensure the site is designed to minimise vehicle movements and parking
- g. Provide substantial new public open space
- h. Facilitate and allow links to any future development of adjacent sites, in particular the Regis Road site.

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.



8.38 Proposals for this site will be considered having regard to Policy KT3, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

8.39 The Kentish Town Industrial Area is considered to be a Locally Significant Industrial Site (LSIS) in terms of the London Plan. Under emerging London Plan policy E7 Industrial intensification, co-location and substitution, borough's development plans should be proactive and consider whether certain logistics, industrial and related functions in parts of LSIS could be intensified to provide additional industrial capacity and/or co-located with housing and other uses, such as social infrastructure (criterion C). Under policy E7 criterion E, this must ensure that industrial uses are intensified to deliver an increase, or at least no overall net loss, of capacity in terms of industrial, storage and warehousing floorspace, with appropriate provision of yard space for servicing, and that the industrial and related activities in surrounding parts of the LSIS or Non-Designated Industrial Site are not compromised. Site Allocations Policy KT3 is consistent with London Plan policy E7, and 'good growth' Policy GG2 Making the best use of land, which promotes proposals to intensify sites to support additional homes and workspaces.

8.40 The Council recognises the potential for the comprehensive redevelopment of the Murphy site to

create a vibrant new mixed-use area, taking the opportunity for significant intensification of industrial and other employment uses alongside the introduction of a substantial number of homes, open space and community uses, consistent with the continued operation of businesses. Redevelopment will also deliver improvements to access in, to and across the site and connections to surrounding areas.

8.41 Given the existing industrial designation of the site, a higher density redevelopment scheme for solely industrial and warehousing uses (in use classes B1 (b), B1(c), B2 and B8 and sui generis uses of a similar nature) would be in accordance with the Camden Local Plan and London Plan. However, this is not the Council's preferred approach as it would not maximise the significant benefits that a mixed-use scheme would deliver for the area, the borough and local residents, and would not reflect community aspirations as set out in the two neighbourhood plans.

8.42 Redevelopment provides the opportunity to increase industrial and other employment floorspace. Proposals must deliver a suitable quantum of replacement industrial space and retain adequate yard space in accordance with Camden and London Plan policy.

8.43 Intensification of employment uses should provide high-quality, modern, flexible employment spaces, and significantly increase the number of jobs on the site. New employment space should contribute to the continued success of existing business clusters, including light manufacturing 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 (CAZ). The provision of a significant element of affordable workspace will also be expected. The level of provision of new office floorspace should avoid changing the character of the employment offer on this designated industrial site.

8.44 The Murphy site is cut off from surrounding areas by railway lines on three sides and limited access points. Redevelopment provides the opportunity to significantly improve access into the site and connections to neighbouring communities. Development must include a new green corridor linking Kentish Town Road and Hampstead Heath ('Heath line') to form the key pedestrian priority route through the site. This must include a connection cantilevered over the railway line between the site and the railway bridge on Kentish Town Road. The route should be accessible to all with a green and attractive character, enhancing biodiversity. A new route between employment premises on Highgate Road and Kentish Town West that connects the area's business communities should also be

provided ('Makers Lane').

8.45 As access to the site is constrained, any redevelopment proposals must fully assess the transport implications and reflect this in the type of employment uses provided on site. A transport strategy to mitigate these site specific constraints should be developed, and should explore new access points, freight consolidation, servicing, and limiting traffic. Proposals should ensure that conflict between servicing traffic and public areas is minimised, with separation as far as possible.

8.46 The Kentish Town Neighbourhood Plans identifies a view towards Parliament Hill from the area adjacent to Kentish Town Station to be maintained, as far as possible, for future generations. This passes across the Murphy site, which is partially within the designated Kentish Town neighbourhood area and partially in the Dartmouth Park neighbourhood area. The Dartmouth Park Neighbourhood Plan expects the view to be respected in accordance with the Kentish Town Neighbourhood Plan. Development proposals must therefore show how they have taken account of the community's desire to protect this important local view.

8.47 The site is a former goods railway yard with origins in the mid-19th century and contains three locomotive sheds which are locally listed. The Council strongly encourages retaining and reusing the locally listed sheds as a key feature of the redevelopment. The design of



the redevelopment scheme and the materials used should be informed by the history of the site.

8.48 Development proposals should be informed by the Council's Kentish Town Planning Framework, which will be a material consideration in the assessment of any planning applications the site.

8.49 Proposals for the Murphy site should be progressed through a masterplan process, informed by the Kentish Town Planning Framework, in close consultation with the Council and the GLA. Proposals must be designed to be compatible with, and facilitate, the redevelopment of

neighbouring sites and in particular Regis Road, in line with the comprehensive approach to the area set out in Policy KT01.

8.50 The Council may consider employment-focussed temporary ("meanwhile" uses) to ensure productive use of land awaiting redevelopment in a way that is beneficial to the area and local communities. The Council will resist piecemeal redevelopment proposals which could prejudice the comprehensive redevelopment of the area or the delivery of any of its ambitions for the site.

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Question box

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Q73. Do you support Policy KT3? If not, what changes are needed and why?

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Q74. Is the boundary shown in Figure 8.3 appropriate in the context of Policy KT3? If not, what changes are needed and why?

.....

Policy KT4 - Kentish Town Police Station

8.51 This site contains a listed Victorian police station with a more modern building attached and a seven 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.

8.52 The Metropolitan Police Service Business Plan sets out the Metropolitan Police's aim to enhance the efficiency of its buildings to increase productivity and maximise the value of its assets. Kentish Town Police Station is not one of the locations identified for disposal as part of the reduction in the size of the Police estate. However, there is an opportunity to make more efficient use of the site.

8.53 Proposals for this site will be considered having regard to Policy KT4, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

8.54 Although this site is planned to be retained for police facilities, there is potential to make more

efficient use of parts of the site, such as the vacant / underused section house and yard / parking space, which could involve introducing other uses such as housing, employment and / or community uses. The introduction of other uses must ensure that the continued provision of a police service on the site is not compromised.

8.55 Although there is access to both Holmes Road and Regis Road from this site, there is no current direct public access between the two roads. Development on this site will therefore be expected to take the opportunity to provide a safe and attractive pedestrian and cycle route between Holmes Road and Regis Road.

8.56 Any development on this site should take account of, and ideally be planned alongside, the redevelopment of the adjacent Regis Road Growth Area. Opportunities to coordinate the development of this site with the development of adjacent sites to maximise potential should be explored.

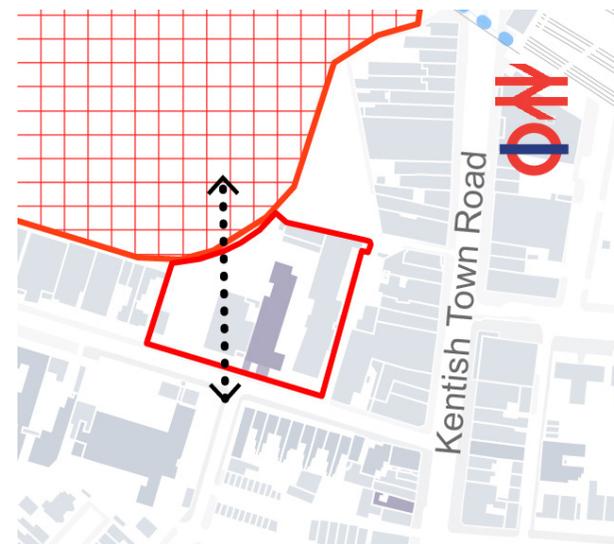


Figure 8.4: Kentish Town Police Station

Policy KT4

The Kentish Town Police Station site is allocated for continued use for police facilities or mixed-use redevelopment for police facilities and permanent self-contained homes. Community uses and small-scale employment uses may also be suitable at this location. Development must:

- Consider the operational needs of the Metropolitan Police Service
- Be designed to address both Holmes Road and Regis Road and seek to provide pedestrian and cycle access between them
- Preserve the listed police station building and not harm its setting
- Take account of the redevelopment of the Regis Road Growth Area and any development of adjacent sites
- Be in accordance with criteria d) - i) and k) of Policy KT1 - Kentish Town Area.

Site address	Kentish Town Police Station, 10-12A Holmes Rd
Site area (ha)	0.4ha
Proposed uses	Police facilities; self-contained homes
Indicative housing capacity	80 additional homes

Question box

Q75. Do you support Policy KT4? If not, what changes are needed and why?

Q76. Is the boundary shown in Figure 8.4 appropriate in the context of Policy KT4? If not, what changes are needed and why?

Policy KT5 - 369-377 Kentish Town Road ('Car wash site')

8.57 369-377 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. It is currently occupied by yard space and single storey buildings and in use as a car wash. Its development can 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.

8.58 In August 2019 the Council determined to grant planning permission, subject to the signing of a s106 legal agreement, for the redevelopment 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.

8.59 Proposals for this site will be considered having regard to Policy KT5, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations. Given the specific nature of the site and its future uses, proposals for the development of this site will not be assessed against Policy KT1 - Kentish Town Area.

8.60 The Council's aspirations for the Kentish Town area include the provision of an attractive pedestrian and cycle route to link Kentish Town Station to Hampstead Heath through the Murphy site. The redevelopment



Figure 8.5: 'Car wash site'

of 369-377 Kentish Town Road must be designed to enable the future delivery of this route as necessary, for example a walkway cantilevered over the adjacent railway cutting.

8.61 A bus shelter is currently located in front of the site but the pavement is too narrow to allow for passengers to wait for buses and pedestrians to easily and safely pass. The redevelopment of the site should therefore contribute towards the widening of the pavement and the relocation of the bus shelter to improve passenger and pedestrian safety.

8.62 The site has a prominent location on Kentish Town Road adjacent to the railway bridge. The Kentish Town Conservation Area lies to the east and there are a number

Policy KT5

369-377 Kentish Town Road is allocated for permanent self-contained homes with retail / restaurant. Development must:

- Contribute towards the widening of the adjacent pavement and the relocation of the bus shelter, consistent with aspirations for a new Kentish Town Square
- Be of high-quality design reflecting its prominent position
- Facilitate links to any future development of the Murphy site

Site address	369-377 Kentish Town Road
Site area (ha)	0.34ha
Proposed uses	Self-contained homes; retail/restaurant
Indicative housing capacity	14 additional homes

of listed buildings nearby, including the Assembly House public house to the south on the other side of Kentish Town Road. The site is also within the strategic viewing corridor from Kenwood to St Paul's Cathedral. The Council will expect the development design to take account of this context and the site's prominent position.

8.63 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.

Question box

Q77. Do you support Policy KT5? If not, what changes are needed and why?

Q78. Is the boundary shown in Figure 8.5 appropriate in the context of Policy KT5? If not, what changes are needed and why?

Policy KT6 - Kentish Town Fire Station

8.64 This site lies to the north of Kentish Town's town centre and is occupied by the operational Kentish Town Fire Station owned by the London Fire and Emergency Planning Authority (LFEPA). The LFEPA'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.

8.65 Proposals for this site will be considered having regard to Policy KT6, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations. Given its location to the east of Highgate Road and the specific requirements generated by use as a fire station, proposals for the development of this site will not be assessed against Policy KT1 - Kentish Town Area.

8.66 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. Mixed-use development involving an operational fire station and housing accommodation has taken place elsewhere in London. However, the incorporation of housing as part of a mixed-use scheme must not compromise operation of fire station.

8.67 Should the existing fire station be declared surplus to 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. The provision of student accommodation on the site may also be considered acceptable.

8.68 Development must ensure that the noise and disturbance that can be caused by an operational fire station does not cause unacceptable harm to the amenity or quality of life of the occupants of new homes on the site or nearby properties. A noise assessment and proposed mitigation measures should therefore be submitted at the planning application stage.

8.69 Redevelopment should take the opportunity to improve the relationship of the site with its surroundings at Highgate Road, Fortess Road and Fortess Walk and provide suitable planting and landscaping. It must also consider the setting of the listed Christ Apostolic Church opposite.

Policy KT6

Kentish Town Fire Station is allocated for mixed-use redevelopment incorporating a reprovided fire station and permanent self-contained homes. Student accommodation would also be considered suitable at this location. Development must:

- Be designed to ensure that potential conflicts between the uses on the site and between the site and surrounding properties are minimised
- Not cause harm to the amenity and quality of life of the occupants of nearby properties or housing provided as part of the development
- Retain existing trees and take opportunities to incorporate soft landscaping

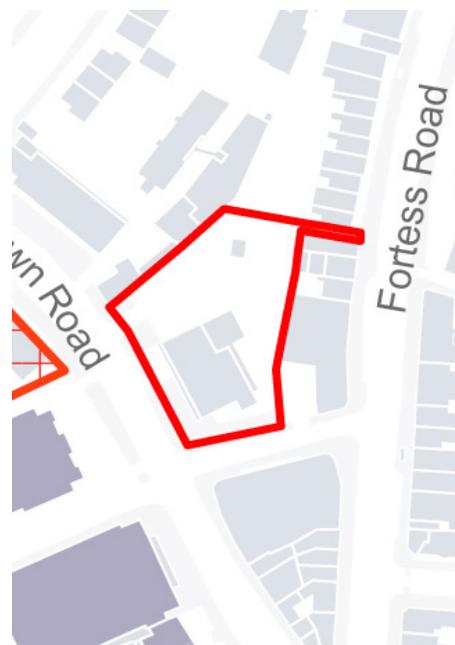


Figure 8.6: Kentish Town Fire Station

Question box

Q79. Do you support Policy KT6? If not, what changes are needed and why?

Q80. Is the boundary shown in Figure 8.6 appropriate in the context of Policy KT6? If not, what changes are needed and why?

Site address	Kentish Town Fire Station, 20 Highgate Rd
Site area (ha)	0.24ha
Proposed uses	Fire station; self-contained homes
Indicative housing capacity	35 additional homes

Policy KT7 - Highgate Centre, Highgate Road



Figure 8.7: Highgate Centre

8.70 This site consists of the Council-owned Highgate Centre at 19-37 Highgate Road. The community/healthcare service previously provided in the Centre has been relocated to the Greenwood Centre for Independent Living located nearby.

8.71 The western part of the site lies within the designated Industry Area and is identified in the Kentish Town Neighbourhood Plan as within the Kentish Town Potential Development Area. The site lies within the Strategic Viewing Corridor for the protected view from Kenwood to St Paul's Cathedral.

8.72 A planning permission covering the Highgate Centre and Greenwood Centre has been partially implemented with the construction of the new Greenwood Centre. The Highgate Centre element of the permission has not been built but can be implemented at any stage without a new permission. This consists of a 7-storey building with 42 housing units and 100m² of social enterprise space in flexible retail, restaurant/café, office or community use. Subsequently, space for community use / social enterprise use was provided as part of the Greenwood Centre.

Policy KT7

The Highgate Centre is allocated for permanent self-contained homes including assisted living accommodation. Development must:

- Provide suitable amenity to new residents, including the incorporation of noise mitigation measures
- Contribute to improvements to the public realm, access to the Greenwood Centre, and the pedestrian environment within and around the site
- Enhance the setting of the adjacent listed Christ Apostolic Church and neighbouring locally listed buildings
- Provide an active frontage on Highgate Road

Site address	Highgate Centre, 19-37 Highgate Rd
Site area (ha)	0.11ha
Proposed uses	Housing; community use / cafe
Indicative housing capacity	50 additional homes

8.73 There is a separate unimplemented planning permission for the redevelopment of the Highgate Centre and the adjacent AA Storage premises for two buildings (8 and 7 storeys) containing:

- 4,360m² of warehousing / self-storage
- 1,798m² of office
- 60 self-contained housing flats - 52 market and 8 social rented (assisted living)
- 95m² of community cafe space (A3), which would link with the Greenwood Centre to provide training and employment experience.

8.74 The permission also includes the creation of a pedestrian walkway linking Highgate Road with Greenwood Place.

8.75 Should the previously permitted schemes for the Highgate Centre site not be implemented / completed, any alternative or subsequent scheme should look to deliver a similar range of benefits to the site and the area. Any proposal will be considered having regard to Policy KT7, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

8.76 Housing provision should be informed by the previous permissions, and include affordable housing and provision of assisted living flats, created for the specific needs of the end user, to be operated by the Council in association with the Greenwood Centre for Independent Living.

8.77 Development schemes should take into account the potential of neighbouring uses, in particular industrial use, the Forum music venue and nearby roads and railways, to cause noise disturbance to future occupiers. In line with the agent of change principle, the party responsible for a change should also be responsible for managing the impact of that change, proposals must include noise mitigation measures to ensure that the ability of existing premises to operate effectively is not adversely affected with the applicant of any scheme responsible for any mitigation costs.

8.78 Redevelopment of the site provides an opportunity to improve the poor environment, landscaping and access within and around the site and must contribute towards improving access to the Greenwood Centre on Greenwood Place.

Question box

Q81. Do you support Policy KT7? If not, what changes are needed and why?

Q82. Is the boundary shown in Figure 8.7 appropriate in the context of Policy KT7? If not, what changes are needed and why?





West Hampstead
Interchange Area

Policy WHI1 – West Hampstead Interchange Area

9.1 West Hampstead Interchange is identified in the Camden Local Plan and the Fortune Green and West Hampstead Neighbourhood Plan as a key growth area. The interchange area is largely shaped by the railway lines that cross it and contains a mixture of uses, including town centre, commercial and residential uses. The area includes part of the designated Finchley Road / Swiss Cottage town centre as well as part of West Hampstead town centre.

9.2 The Growth Area was originally identified due to the potential for a comprehensive combined interchange development between the three West Hampstead stations (London Underground, London Overground and Thameslink). Whilst this never progressed, the Thameslink and Overground stations have received significant investment and have been upgraded. However the need to improve the interchange environment for passengers between the stations and for the wider area remains a key issue to address.

9.3 Redevelopment within the growth area as a whole provides an opportunity to enhance the area and address key issues of poor movement and integration with surrounding communities, as well as providing community uses and improved open spaces, making more efficient and better designed use of Camden's limited land.



Figure 9.1: West Hampstead Interchange Area

Policy WHI1

The West Hampstead Interchange area has the potential to strengthen its role as a mixed-use area and deliver a significant increase in the number of permanent self-contained homes, employment, town centre uses including retail, health / community facilities and open space.

To enable the area to fully realise its potential, development within the area must:

- a. Provide a substantial number of new self-contained homes including affordable homes and a mix of types, sizes and tenures, including a significant proportion of homes for families
- b. Provide appropriate uses that support and add to the vitality and diversity of the designated West Hampstead and Finchley Road / Swiss Cottage town centres. Any substantial new town centre uses must be located within the designated Finchley Road Swiss Cottage town centre part of the area.
- c. Contribute towards the provision and/or improvement of appropriate community facilities or services to meet increased resident needs
- d. Provide safe and inclusive publicly accessible open spaces with a range of sizes, forms and functions
- e. Contribute to creating attractive and safer pedestrian and cycling routes through and into the area that will help improve connections between surrounding communities
- f. Improve the street environment and public realm between and around the three West Hampstead stations and along West End Lane and Blackburn Road, through measures such as urban greening, improved crossings and wider pavements
- g. Deliver welcoming and clear entrances at West End Lane and Finchley Road along Blackburn Road
- h. Where in close proximity to or adjacent to Billy Fury Way, address its safety and access issues by setting back buildings and creating natural surveillance, for example from windows, front doors and balconies over the space
- i. Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible
- j. Explore opportunities to create a new link / step free access into West Hampstead and Finchley Road Underground stations through redevelopment of adjacent sites and/or provide appropriate financial contributions to support accessibility and capacity improvements

Development proposals for specific sites within the West Hampstead Interchange area must also accord with the relevant individual site allocation.

Development proposals on non-allocated sites within the area should contribute to the principles set out above where these are relevant to the development and commensurate with its nature and scale.

9.4 Intensification of key sites within the area, particularly the O2 Centre car park and car showroom sites, can provide a substantial amount of new housing including affordable homes, new commercial and community uses together with new green and open space, creating a new place and community that should be integrated seamlessly into the wider surrounding communities.

9.5 The mix of uses within the area should include re-provision or additional employment spaces of different types, including affordable workspaces, to support small and medium sized businesses. New town centre uses (as defined in paragraph 9.32 of the Local Plan) must complement the different nature of the two town centres with West Hampstead being smaller and more independent retail in nature compared to Swiss Cottage / Finchley Road serving a wider catchment area as the third largest centre in Camden. Therefore any substantial new retail uses must be located within the

designated Finchley Road / Swiss Cottage town centre part of the Growth Area.

9.6 Additional social and community uses to meet increased resident needs will be expected and opportunities should be explored with relevant providers to accommodate new community facilities within larger sites that may serve a wider area due to the high levels of accessibility and opportunities to integrate uses. This may include for example new NHS Health and well-being centre, health care facility or educational uses.

9.7 A key objective is improving movement within and throughout the area, particularly delivering more pleasant, convenient and safer routes between Finchley Road and West Hampstead town centres, together with improving movement between the three stations and across the wider area. These should prioritise pedestrians and cyclists above other vehicles.

Area name	West Hampstead Interchange Area
Site area (ha)	19ha
Indicative housing capacity	1,150 additional homes

9.8 Improving access and capacity at West Hampstead tube station is a key priority and long standing objective for the Council and local residents in order to improve the public transport network, adding to the step free access improvements to both the Thameslink and Overground Stations. Opportunities on adjacent sites should be fully explored to help deliver this. Finchley Road tube station could also benefit from accessibility improvements including step free access and opportunities should be explored with the adjacent O2 centre.

9.9 Development must also include improved and new public and green spaces that are fully accessible to the community, workers and visitors to the area. These should be a range of sizes, forms and perform different functions depending on the uses they serve, such as active, quiet, urban, green, play, growing, sitting or eating places. Opportunities should be explored to combine these spaces with other urban greening features including trees and plants which will play an important role in creating a wider green infrastructure network, and help to link up existing ecological or wildlife corridors.

9.10 The objectives for the area are consistent with the Fortune Green and West Hampstead Neighbourhood Plan priorities which seek to ensure redevelopment of this area delivers a mix of uses including a significant amounts of affordable and family homes, employment uses, public facilities including health and

education uses, new public open spaces with an improved street environment.

9.11 The Council is in the initial stages of preparing informal planning guidance for the part of the area based around the O2 car park, car showrooms and properties on Blackburn Road. Part of the vision for the area in the guidance is to create ‘an inviting, inclusive and highly accessible place from more directions for local people and future residents and employees’. This allocation and individual allocations below should be considered in conjunction with the Neighbourhood Plan objectives and future guidance.

9.12 Given the multiple land ownerships within the area, whilst developments are likely to come forward through separate proposals they will be expected to contribute towards achieving area wide objectives. Landowners of adjacent sites are expected to work collaboratively so that redevelopment proposals are “joined-up” and not produced in isolation in order to optimise regeneration outcomes and ensure that individual schemes do not compromise the delivery of key area objectives. For example, particular care should be taken to ensure that potential opportunities for future pedestrian connections and links are not prejudiced by piecemeal and unintegrated development.



Question box

Q83. Do you agree with Policy WHI1? If not, what changes are needed and why?

Q84. What do you think the infrastructure priorities should be for this area allocation and why?

Q85. Is the boundary shown in Figure 9.1 appropriate in the context of Policy WHI1? If not, what changes are needed and why?

Q86. Are there any other key sites which should be referred to in Figure 9.1? If yes, please include additional information about the site. If it is a site which has been discounted by the authority during the assessment process please state the site reference and name. If the site is a new site please state the site address, a clear description of the type and scale of development that you believe could be accommodated on the site, and if possible attach a site plan.

Policy WH12 - 02 Centre, carpark and car showrooms sites

9.13 The site is former railway sidings and industrial land currently occupied by the 02 Centre built in the late 1990's, with associated car parking and retail warehouse (Homebase) under one ownership, together with two car showrooms under separate ownership. The site is set between the railway lines to the north and south and Finchley road to

the east. The primary vehicular and servicing access to the whole site is via Blackburn Road from Finchley Road, with a separate pedestrian and cycle access from the West End Lane end of Blackburn Road into the car park. The 02 Centre, car park and Homebase are within the designated Finchley Road / Swiss Cottage town centre.

Site address	The 02 Centre, Finchley Road
Site area (ha)	4.5ha
Proposed uses	Mixture of types of permanent self-contained homes, town centre uses, community uses, open space
Indicative housing capacity	950 additional homes

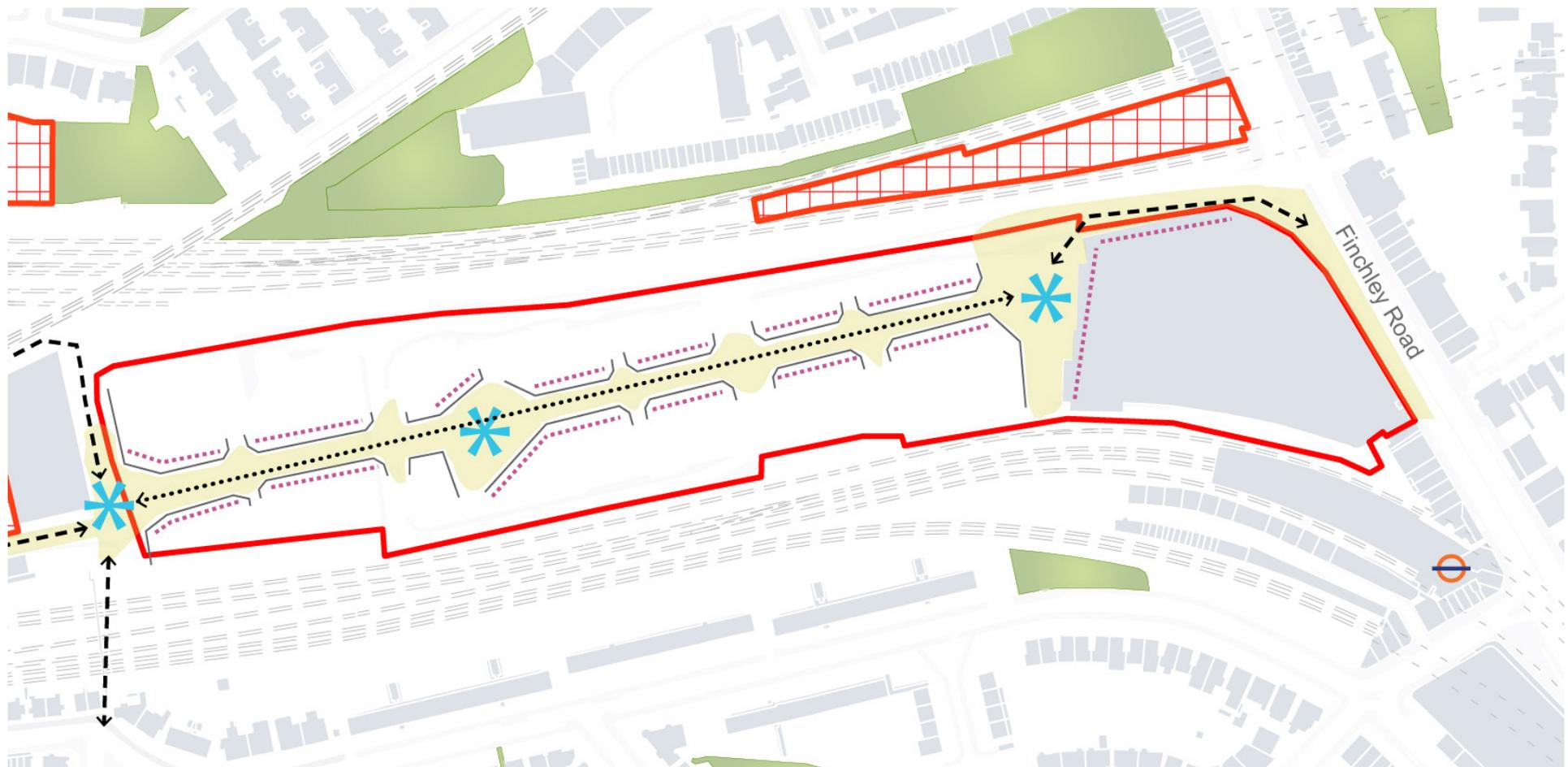


Figure 9.2: 02 Centre, carpark and car showrooms sites

Policy WHI2

The O2, car park and car showrooms site is allocated for comprehensive residential led redevelopment that provides a mix of uses including permanent self-contained homes, complementary commercial and town centre uses including retail and health/community facilities.

Development must be in accordance with Policy WHI1 - West Hampstead Interchange area and in addition must also:

- a. Demonstrate that they have been prepared in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. Proposals for individual development parcels must not compromise or prejudice the aspirations for the wider site and growth area and/or the delivery of adjacent development parcels
- b. Deliver a new place that responds to neighbouring areas and establishes its own qualities as a new neighbourhood through excellent design and architecture
- c. Ensure through coherent design and creative interventions that the O2 Centre integrates itself successfully with new mixed-use development
- d. Create a convenient, direct, safe and accessible central east-west route as part of a more walkable neighbourhood with new and improved routes through the development connecting Finchley Road and West End Lane. With activity and uses this will create a new two sided pedestrian and cycling street which is not a vehicular through route.
- e. Include improved and new public realm, public and green spaces of different forms and functions related to the location and the uses and activities they serve.
- f. Deliver welcoming and clear public realm enhancements and entrances to Blackburn Road from both West End Lane and Finchley Road, including widening the footpath at the Blackburn Road / Finchley Road junction entrance adjacent to the O2 centre to improve it for pedestrians, cyclists and safety
- g. Ensure that pedestrians, cyclists and public transport accessibility are given greater priority over the operational, servicing and parking demands of vehicles.
- h. Ensure the number of spaces and impacts of car parking are reduced both physically and visually
- i. Seek to make provision for a new health and well-being hub

9.14 Proposals for this site will be considered having regard to Policy WHI2, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

9.15 Redevelopment of sites in this allocation are fundamental to the successful delivery of a new place and the objectives for the wider area. It must address the integration of new development into its wider context and reduce the dominance of car parking and servicing that currently limits any sense of place or destination and does not give any priority to pedestrians and cyclists through attractive and safe-feeling accesses and routes.

9.16 It is not anticipated that the O2 Centre itself will be redeveloped and will remain operational, however the creative and imaginative integration of the O2 Centre into the redevelopment of the car park element of the site is considered essential to a coherent design approach to the successful transition of uses and character for a new mixed-use neighbourhood.

9.17 It is important to ensure that redevelopment is welcoming, inclusive and accessible to all, that development looks out to and connects with the wider neighbourhoods around it rather than being inward-looking and remaining isolated, whilst creating a new neighbourhood.

9.18 A new legible and open route through the site is vital to achieving the objectives of improving movement throughout the area. This should be a strong, convenient and clear central vehicle-free east-west route that is generous in scale, safe, pleasant, and sufficiently separated from the impacts of the railways, servicing and other vehicles. New retail / social and community uses, open spaces and features such as public art, planting and lighting should be introduced along the central east / west route to provide a welcoming environment and create activity to help support a safe environment, throughout the day and night.

9.19 Redevelopment should be used to create better quality walking and cycling focussed streets into the area from both West End Lane and Finchley Road sides. This could include wider footpaths, urban greening and more inviting public realm “gateways” into new development. Opportunities should be explored to look at other changes to the public edges of the O2 centre itself, through ground floor uses, entrances and more active frontages, improved footways and animating the side of the O2 to create a more interesting, welcoming and safe environment around this part of the site. The existing internal route through the O2 should be strengthened as an alternative route linking Finchley Road and the facilities of the O2 with a new neighbourhood and the wider area through the spaces and connections created by redevelopment.

9.20 Redevelopment must include improved and new public and green spaces suitable for a variety of uses with a range of sizes and forms to perform different functions, such as active, quiet, urban, green, play, growing, sitting or eating. These could be created where new and improved routes intersect and provide a focus for different uses and distinct zones of activity and character.

9.21 A significant reduction in the overall car parking provision on site is essential to ensure that parking is no longer the dominant use of the majority of the site and does not compromise the quality of new development. Reduced parking and improved walking and cycling connections will help encourage active means of transport and promote improved air quality for the area.

9.22 Whilst the main priority is significantly reducing parking, opportunities should be explored to look at options to support wider area transport initiatives for social benefit, for example through use of parking spaces in off peak times to support 'healthy school streets'.

9.23 Based on health care changes in the wider Camden area, West Hampstead has been identified as a potential location for a new community hub facility to accommodate health and wellbeing services in one location. The town centre element of the site offers a great opportunity in an accessible location for a new provision in the

heart of a community to meet this need and opportunities should be fully explored with the relevant providers.

9.24 As indicated in the area wide policy, it is anticipated that the 02 and car showroom elements of this site may come forward at different times due to different land ownerships. It is therefore essential that landowners of adjacent sites ensure that their redevelopment proposals are conceived in an integrated way to achieve the best and most comprehensive regeneration outcomes and do not compromise wider area objectives.

9.25 The connections and routes through these two elements of the site are particularly important and care should be taken to ensure that potential opportunities for future connections and links are not prejudiced by piecemeal development.

9.26 The allocation should be considered in conjunction with the relevant aspirations and objectives of the Neighbourhood Plan and future Council planning guidance.



Question box

Q87. Do you support Policy WHI2? If not, what changes are needed and why?

Q88. Is the boundary shown in Figure 9.2 appropriate in the context of Policy WHI2? If not, what changes are needed and why?

Policy WHI3 - 13 Blackburn Road

9.27 The site consists of the former part single, part two and three storey office space known as Asher House, before it was converted to housing use and was renamed the Clockwork Factory, and a separate single storey office block that backs onto Billy Fury's way (a designated metropolitan walk) and the railway tracks. The site is outside of the designated West Hampstead town centre.

9.28 Proposals for this site will be considered having regard to Policy WHI3, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

9.29 The former Asher House building was converted to 29 homes under permitted development regulations in 2014, which meant that the Council was not able to apply its planning policies and consider the principle of the use. The matters that required approval related to design and transport issues only. The

premises therefore currently contains 15 studios, 13 one bedroom units and 1 two bedroom unit. Redevelopment to provide a broader range of unit sizes and to include affordable housing on the site will be supported and welcomed.

9.30 The commercial space should, through its design, be flexible to potentially accommodate small to medium businesses and provide affordable workspace.

9.31 Redevelopment of this site must respond to its context, including the heights of adjacent buildings, and through appropriate design and the inclusion of natural means of overlooking and appropriate setbacks along Billy Fury Way ensure that development enhances this important route particularly from a safety aspect. It is expected that development will take into account adjacent sites' redevelopment plans and take opportunities to work in conjunction with neighbouring sites to help deliver a coordinated approach.

Policy WHI3

13 Blackburn Road is allocated for mixed-use development including commercial space/offices and permanent self-contained homes. Development must be in accordance with criteria d, e, f, g, h and j of Policy WHI1 - West Hampstead Interchange area and in addition must also:

- Provide a mixture of sized permanent self-contained homes including affordable housing
- Ensure the commercial space is flexible in order to provide for a range of small to medium businesses

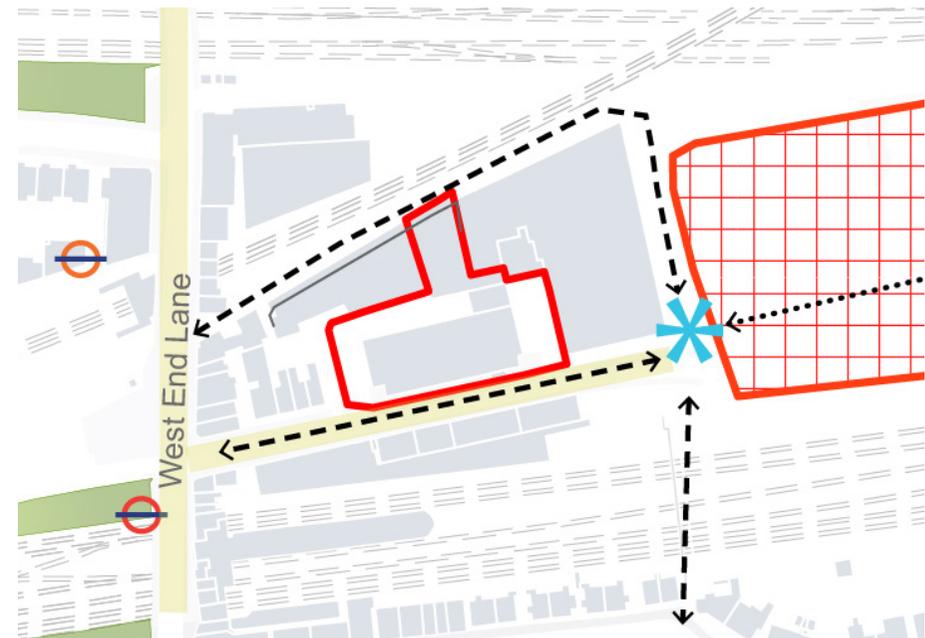


Figure 9.3: 13 Blackburn Road

Site address	13 Blackburn Road
Site area (ha)	0.24ha
Proposed uses	Offices, self-contained homes
Indicative housing capacity	21 additional homes

Question box

Q89. Do you support Policy WHI3? If not, what changes are needed and why?

Q90. Is the boundary shown in Figure 9.3 appropriate in the context of Policy WHI3? If not, what changes are needed and why?

Policy WHI4 - 188–190 Iverson Road

9.32 This site is occupied by Tavener C and Son, who provide building and joinery services, storage and furniture paint spraying facilities. The uses are contained in a range of single storey buildings across the site, together with a two storey office building and a single storey office block occupied by Innsifree Housing Association fronting on to Iverson Road.

9.33 The site has three and 4 storey housing properties either side and a new housing development opposite, with designated open space to the rear, adjacent to the railway lines.



Figure 9.4: 188-190 Iverson Road

Policy WHI4

188-190 Iverson Road is allocated for mixed-use commercial and permanent self-contained homes. Development must:

- Ensure that the operation of existing or future employment uses are not compromised by the inclusion of housing or through the design of the development
- Provide housing uses on the Iverson Road frontage



Site address	188-190 Iverson Road
Site area (ha)	0.25ha
Proposed uses	Offices, light industrial and self-contained homes
Indicative housing capacity	15 additional homes

9.34 Proposals for this site will be considered having regard to Policy WHI4, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

9.35 The site is an established employment site where intensification for a wider mix of uses including housing would be supported, provided that the introduction of housing would not compromise existing or future employment uses on site.

9.36 The low level nature and number of buildings on site offers the opportunity to consolidate, enhance or intensify the employment floorspace provision within the site through redevelopment. Measures should be incorporated into any design to ensure continued or future business use is not compromised,

particularly vehicular access and movement within the site.

9.37 Given the adjacent and opposite housing uses, the inclusion of any new homes should be located towards the front of the site along the Iverson Road frontage and should incorporate appropriate mitigation measures to ensure an appropriate relationship with the business uses.

9.38 Any redevelopment offers an opportunity to address the current visual gap in the street scene and enhance the streetscape. The retention of the mature street trees along the frontage is strongly encouraged.

9.39 Given the specific nature of the site and its future uses, proposals for the development of this site will not be assessed against the criteria of Policy WHI1 – West Hampstead Interchange Area.

Question box

Q91. Do you support Policy WHI4? If not, what changes are needed and why?

Q92. Is the boundary shown in Figure 9.4 appropriate in the context of Policy WHI4? If not, what changes are needed and why?

Policy WHI5 – Other development sites in the West Hampstead Interchange Area

9.40 Within the West Hampstead Interchange Area there are a number of other development sites. These sites are listed in Figure 9.6. We consider that Policies WHI1 and the Camden Local Plan 2017 provide a robust basis for considering proposals for development in these locations. As such the Plan does not include a detailed allocation policy for these sites and seeks to allocate them through Policy WHI5.

9.41 Proposals for sites identified in Figure 9.6 will be considered having regard to Policies WHI1 and WHI5, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

Policy WHI5

Sites identified in Figure 9.6 will be allocated for the use(s) set out in the table

Allocation Reference	Site Name	Proposed Uses	Indicative Housing Capacity
WHI5a	Land at Midland Crescent	Offices Housing	9 additional self-contained homes; and 60 additional student units or equivalent housing floorspace
WHI5b	156 West End Lane	Self-contained homes Retail Community	164 additional homes

Figure 9.6: Other Development Sites table

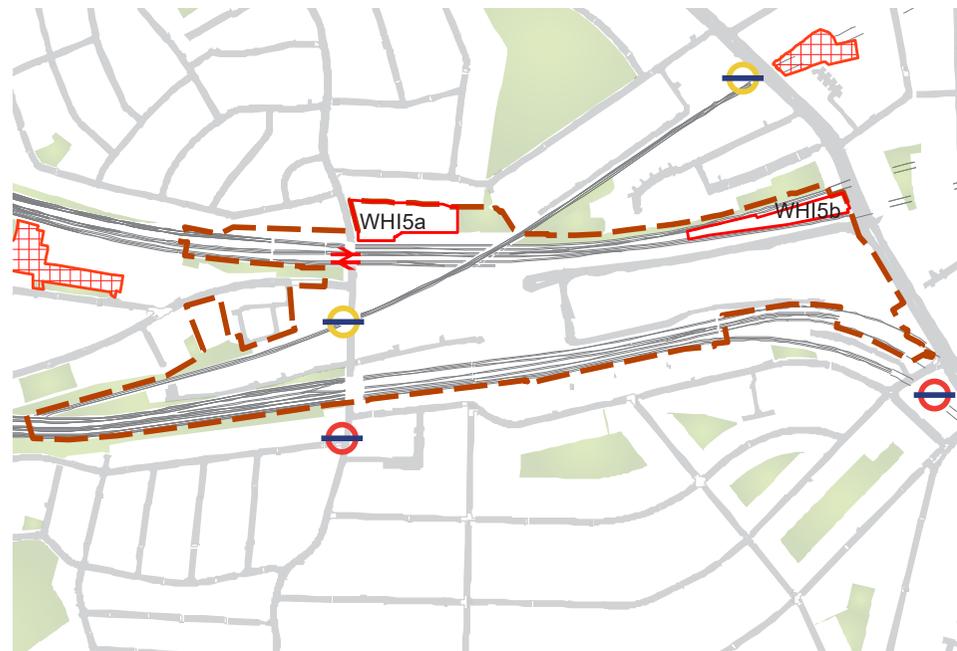


Figure 9.5: Other development sites

Question box

Q93. Do you support Policy WHI5? If not, what changes are needed and why?

Q94. Are the boundaries shown in Figure 9.5 appropriate in the context of Policy WHI5? If not, what changes are needed and why?



Individual Development Sites

Policy IDS1 - Network Building and 88 Whitfield Street

10.1 The Network Building (identified in Figure 10.1) is located in Fitzrovia, part of the Central London Area characterised by a dense mix of housing, commercial and institutional uses. The Network Building currently provides shops and other retail uses as part of the Tottenham Court Road Central London Frontage, with office uses on the upper floors and fronting Howland and Whitfield Streets. 88 Whitfield Street provides seven permanent homes in Use Class C3.

10.2 Proposals for this site will be considered having regard to Policy IDS1, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.



Figure 10.1: Network Building & 88 Whitfield Street Map

Policy IDS1

The Network Building and 88 Whitfield Street are allocated for office and retail led development that also retains and adds to existing permanent self-contained housing. Development must:

- Not harm the designated strategic view from Parliament Hill
- Use entrances and windows to provide activity and visual interest on the Whitfield Street frontage
- Respond to the smaller plot-sizes and building widths found in the wider Fitzrovia area
- Remove the low plinth on the Whitfield Street and Howland Street facades
- Respond to the priority given in Fitzrovia to creation of additional publicly accessible open space
- Make the eastern end of Howland Street more pleasant for pedestrians

10.3 Additional office and retail space on this site will help to meet the needs identified by the Camden Local Plan and support Central London functions. Under existing Camden Local Plan policies, additional non-housing floorspace also generates a requirement for additional permanent self-contained housing in Use Class C3. We estimate that there is capacity for at least thirteen additional homes on this site by extending the existing residential block along Whitfield Street. Existing Camden Local Plan policies also set out how we will consider the appropriate mix between housing and other uses, and the potential for housing to be provided off-site.

10.4 The Network Building falls almost entirely within a landmark viewing corridor protected by the

London Plan and the London View Management Framework, running from Parliament Hill (at the Oak Tree identified as location 2B) to the Palace of Westminster. The Framework defines a threshold plane above which development is likely to harm appreciation of the view, and which passes relatively close to the existing rooflines of the buildings in this area. Consequently, the London View Management Framework will be used to guide the maximum height of development at this site.

10.5 The blocks immediately to the east and south of the site are dominated by large institutional and commercial buildings. Many of the facades are featureless and provide no activity or visual interest, including the façade facing the Network Building across Whitfield

Street. In contrast, the Fitzroy Square Conservation Area (some 50 metres north-west of the site) and the Charlotte Street Conservation Area (some 50 metres to the south) are characterised by relatively small plot sizes and narrow building-widths, with many doorways and windows providing movement and views into the buildings and out of them, which add to community safety. Development of this site should use housing and/ or business entrances and windows to introduce activity and visual interest to Whitfield Street frontage, and seek to respond to the rhythm created by the smaller plot sizes and building-widths found in the wider area, including the nearby Conservation Areas.

10.6 Along much of Whitfield Street and part of Howland Street, the façade of the Network Building is currently set back from the street behind a low plinth that provides ventilation to the basement car parking. Development should remove this plinth to improve the relationship between the building and the street.

10.7 The northern part of Fitzrovia is deficient in public open space, and the creation of additional open space is a particular priority in this area. If development of the Network Building is unable to incorporate on-site open space, we will expect a contribution to creating or enhancing publicly

accessible open space nearby. We will encourage contributions to the West End Project, which is transforming Tottenham Court Road and creating new open spaces through road closures and pavement widening, including a new public space opposite the Network Building at Capper Street.

10.8 The Fitzrovia Area Action Plan identifies Howland Street as having a poor pedestrian environment due to high traffic volumes. Development of the site should make the nearby stretch of Howland Street more pleasant for pedestrians through measures such as wider pavements, planting, and alterations to the road to reduce the dominance of motor vehicles. Works to pavements and roads in this area will need to be coordinated with the West End Project.

10.9 Many older commercial properties in Fitzrovia have been redeveloped or converted to create housing or large open plan office floors, reducing the availability of low cost office space for small firms. We expect redevelopment of existing business premises to mitigate the loss of low cost offices by including managed affordable workspace.

Site address	Network Building, 95 100 Tottenham Court Road and 76 80 Whitfield Street and 88 Whitfield Street, London W1T
Site area (ha)	0.21ha
Proposed uses	Offices, retail, self-contained homes
Indicative housing capacity	13 additional homes



Question box

Q95. Do you support Policy IDS1? If not, what changes are needed and why?

Q96. Is the boundary shown in Figure 10.1 appropriate in the context of Policy IDS1? If not, what changes are needed and why?

Policy IDS2 - Former Tottenham Mews Day Hospital

10.10 The former Tottenham Mews Day Hospital (identified in Figure 10.2) is located in Fitzrovia, part of the Central London Area characterised by a dense mix of housing, commercial and institutional uses. The former hospital is a prefabricated structure built in 1974 which has a dilapidated appearance and is identified in the Charlotte Street Conservation Area Appraisal as a detractor from the character and appearance of the area. The facility closed in 2011, but was previously used by the Camden and Islington NHS Foundation Trust for community-based mental health treatment to out-patients.

10.11 In December 2012 planning permission was granted for the redevelopment of the site as a Mental Health Resource Centre, but subsequently mental health care has moved away from 'bricks and mortar provision' to focus on more timely intervention closer to home. The new Resource Centre was to have been funded partly by a planning obligation associated with nearby University College Hospital developments, but the Council has now agreed that this funding should be used to refocus services around early intervention and prevention and reducing reliance on acute services and inpatient stays. Consequently, the former hospital use has now been replaced by alternative services, and there is no longer a need for a mental health facility on the site.

Site address	14-19 Tottenham Mews, London, W1T 4AA
Site area (ha)	0.05ha
Proposed uses	Self-contained homes, community, health
Indicative housing capacity	12 additional homes

Policy IDS2

The former Tottenham Mews Day Hospital site is allocated for a housing led development providing at least twelve permanent self-contained homes. Housing led development could also include an alternative small-scale community or healthcare use. Development must:

- Provide a welcoming, spacious and safe pedestrian-cycling connection north-west from Tottenham Mews to join the east-west link from Chitty Street to Foley Street
- At street level, include windows that provide views into the buildings and out of them, to enhance community safety and visual interest along the Mews and the pedestrian-cycling routes
- At street level and above, respect the building line established by the adjacent housing block
- Respond to the scale, plot-sizes and building widths of buildings opposite the site in Tottenham Mews
- Respond to the priority given in Fitzrovia to creation of additional publicly accessible open space.

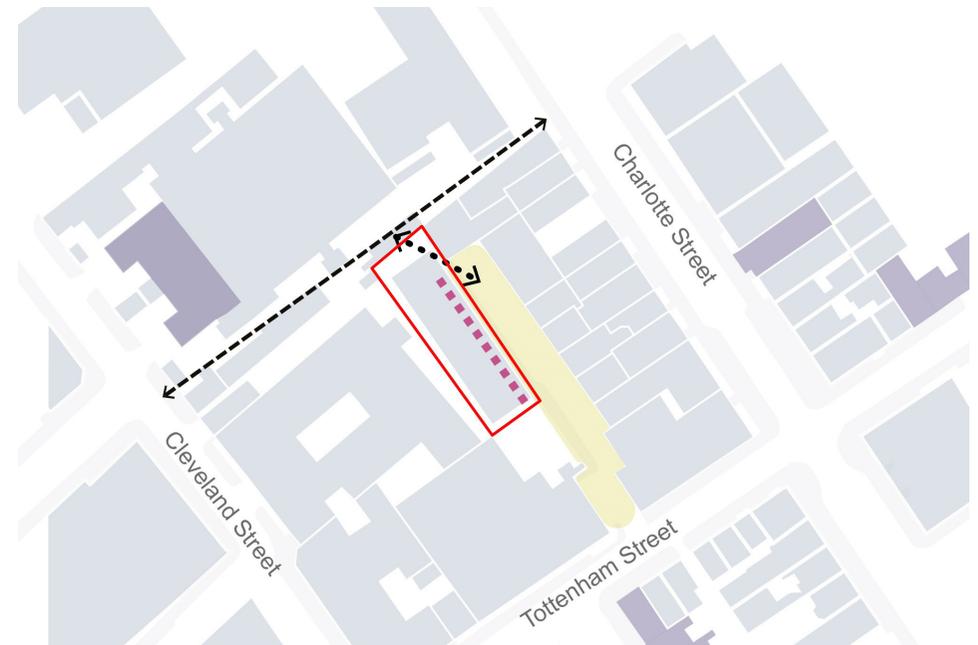


Figure 10.2: Former Tottenham Mews Day Hospital Map

10.12 Proposals for this site will be considered having regard to Policy IDS2, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.13 Where community uses on a site have been replaced by alternative provision, the Council's preferred alternative use is housing, including the maximum viable amount of affordable housing. The development of permanent self-contained housing in Use Class C3 will help to tackle Camden's challenging housing needs, support the existing housing community and maintain the mixed-use character of the area. We estimate that there is capacity for at least twelve homes based on the plot-widths at 81-97 Charlotte Street, and assuming two homes per plot.

10.14 Although a replacement community use is not sought on this site, the Central London Area is an appropriate location for community and healthcare facilities, subject to other development plan considerations such as the character and accessibility of the particular site and the locality. The former Day Hospital has a floor area of 700 sqm (GIA). A small-scale alternative community or healthcare use (up to the same floor area as the former Day Hospital) would be an acceptable use of part of the site in conjunction with a housing-led development. A larger facility would be likely to harm the character of the Mews and compromise the housing potential of the site.

10.15 The Fitzrovia Area Action Plan sets a high priority for development sites in this area to create an east-west pedestrian-cycling link from Chitty Street to Foley Street known as Bedford Passage, with a connecting spur to Tottenham Mews. The east-west link is being delivered by the recent refurbishment and extension of Astor College on Charlotte Street and the redevelopment of the former Middlesex Hospital Annex on Cleveland Street (currently underway).

10.16 The connection north-west from Tottenham Mews to Bedford Passage is currently blocked by the former Day Hospital and 13 Tottenham Mews, a smart 20th century industrial building similar in scale and character to others on the Mews. In accordance with development plan policies on design, transport, and community safety and security, development of the Day Hospital site should provide a welcoming, spacious and safe link from Tottenham Mews to Bedford Passage, suitable for pedestrians and cyclists, and with clear sightlines on the approach along the Mews. Community safety and visual interest will be enhanced by including ground floor windows and adopting a building line that matches the residential block currently under construction at the rear of Arthur Stanley House, 40-50 Tottenham Street.

10.17 The whole of Tottenham Mews forms part of the Charlotte Street Conservation Area, together with properties to the south, east and

west, including the former Middlesex Hospital Annex. Designing to respond to the scale, width and rhythm of the buildings on the opposite side of the Mews will help to conserve the character of the Conservation Area.

10.18 Tottenham Mews is within a landmark viewing corridor protected by the London Plan and the London View Management Framework, running from Parliament Hill to the Palace of Westminster. Development that reflects the scale of the Mews and buildings opposite would be below the plane at which harm to the view is likely.

10.19 The Fitzrovia Area Action Plan prioritises creation of publicly accessible open space on-site, but acknowledges that this is unlikely to be possible for the former Day Hospital given the small scale of the site and the creation of the pedestrian-cycling connection to Bedford Passage. For this site, we will expect a contribution to creating or enhancing publicly accessible open space nearby, including space within the wider public realm of streets and footpaths. Proposals should explore extending the streetscape treatment of Bedford Passage through the pedestrian-cycling connection

and into Tottenham Mews, subject to the servicing requirements of adjacent buildings. If this approach to Tottenham Mews is not possible, we will encourage a contribution to the West End Project, which is transforming Tottenham Court Road and creating new open spaces through road closures and pavement widening, including regeneration of Whitfield Gardens, less than 200 metres east of the site.



Question box

- Q97. Do you support Policy IDS2? If not, what changes are needed and why?
- Q98. Is the boundary shown in Figure 10.2 appropriate in the context of Policy IDS2? If not, what changes are needed and why?

Policy IDS3 - Central Cross, 18 30 Tottenham Court Road and 1 and 2 Stephen Street

10.20 Central Cross (identified in Figure 10.3) is located in Fitzrovia, part of the Central London Area characterised by a dense mix of housing, commercial and institutional uses. The site is 200 metres from the Tottenham Court Road Underground and Crossrail Station, and immediately outside the Growth Area associated with them. Central Cross comprises a mixed-use development with a number of distinct elements. The ground floor along Tottenham Court Road provides shops, other

retail uses, and a cinema entrance. Above these is an office complex that rises by two to eight storeys above the retail frontage. Set back from the frontage is a distinctive tower, resembling a flattened chevron in plan form, that rises by the equivalent of four more storeys (two office floors plus a prominent unglazed plant room). At the rear in Gresse Street is a housing apartment block, rising nine storeys above a single storey office podium.

Site address	Central Cross, 18 30 Tottenham Court Road and 1 and 2 Stephen Street, London W1T
Site area (ha)	0.84ha
Proposed uses	Offices, retail, cinema, self-contained homes

Policy IDS3

The Central Cross site is allocated for modest alterations and extensions to increase the amount of office floorspace, retain the existing retail uses and cinema, and retain and add to existing permanent self-contained housing. Proposals must:

- a. Not increase the existing negative impact of the building on views from Bedford Square and nearby Conservation Areas, and where possible reduce it
- b. Not harm the designated strategic view from Parliament Hill
- c. Respond to the priority given in Fitzrovia to creation of additional publicly accessible open space
- d. Seek to provide publicly accessible open space at roof-level, and if publicly accessible open space is not deliverable, seek to provide roof gardens



Figure 10.3: Central Cross Map

10.21 Proposals for this site will be considered having regard to Policy IDS3, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.22 The Fitzrovia Area Action Plan indicates that a comprehensive redevelopment of this site may be proposed in the long term. Comprehensive redevelopment is not anticipated in the lifetime of this local plan, but the criteria in Policy IDS3 are considered suitable for assessing any comprehensive proposals that emerge.

10.23 In recent years, modest works have been carried out to the ground floor of Central Cross to provide additional retail space, increase the attractiveness of the retail units and office entrances, and improve the relationship between the building and the street. We consider that there is potential for further modest works to increase the office floorspace significantly through conversion of redundant plant rooms and limited extension on the rooftops of some of the lower office elements.

10.24 Additional office space on this site will help to meet the needs identified by the Camden Local Plan and support Central London functions. Under existing Local Plan policies, additional non-housing floorspace also generates a requirement for additional permanent

self-contained housing in Use Class C3. This requirement would not arise from altering existing non-housing space within the current building, but would arise from rooftop extensions. In the context of the limited extensions currently envisaged, we anticipate that any additional self-contained housing would be provided on an alternative site nearby.

10.25 There are numerous heritage assets in the immediate vicinity of Central Cross, including Conservation Areas in Camden and Westminster, listed terraces in Percy Street and Bedford Square, and Bedford Square Gardens, which is included in the English Heritage Register of Parks and Gardens of Special Interest. The distinctive office tower at Central Cross is prominent in views from the north and south sides of Bedford Square (Bloomsbury Conservation Area) where several floors appear above the Grade I Listed terrace to the west. The tower is also a significant feature in views along Hanway Street (approaching the junction with Hanway Place), Whitfield Street and long views along Eastcastle Street (in the Hanway Street, Charlotte Street and Marylebone East Conservation Areas respectively).

10.26 Any new development at Central Cross, particularly changes to the appearance of the office tower and other rooftop elements, should seek to reduce the negative impact the building currently has on views



from Bedford Square and other parts of nearby Conservation Areas. Particular attention should be paid to any new or altered glazing and cladding proposed at upper levels.

10.27 The western part of the Central Cross site falls within a landmark viewing corridor protected by the London Plan and the London View Management Framework, running from Parliament Hill (at the Oak Tree identified as location 2B) to the Palace of Westminster. The office tower is outside the viewing corridor. The housing apartment block is within the corridor, but appears to be below the threshold plane indicating where development is likely to harm appreciation of the view.

10.28 We do not expect the limited extensions currently envisaged will have any impact on the strategic view. If more substantial development is proposed, the height of the development should be guided by the London View Management Framework as well as the impact of the proposals on Bedford Square and other heritage assets.

10.29 Creation of additional publicly accessible open space is identified as a particular local priority in the Fitzrovia Area Action Plan, so the open space needs of additional office space should be met on-site where feasible. The existing Central Cross development has near complete site coverage, so open space at roof level should be explored, and if public access is not feasible, private roof gardens should be considered as a way of mitigating the pressure on public open space. Proposals for comprehensive redevelopment should consider the potential to create new publicly accessible open space at street level by redistributing the building mass and removing the open service yard. If development at Central Cross is unable to incorporate publicly accessible open space, we will expect a contribution to creating or enhancing publicly accessible open space nearby. We will encourage improvements to the public realm in Stephen Street and Gresse Street, for example through wider pavements, planting, new surfaces, and alterations to the road to reduce the dominance of motor vehicles. We will

also support contributions to the West End Project, which is transforming Tottenham Court Road and creating new open spaces through road closures and pavement widening, including new public spaces near Central Cross at Bayley Street and Bedford Avenue.

10.30 Many older commercial properties in Fitzrovia have been redeveloped or converted to create housing or large open plan office floors, reducing the availability of low cost office space for small firms. For large-scale development of existing business premises involving floorspace of 1,000 sqm (GIA or gross internal area) or more, we expect proposals to mitigate the loss of low cost offices by including managed affordable workspace. If managed affordable workspace cannot feasibly be incorporated within the limited office extensions envisaged, we will consider alternative measures to contribute to affordable workspace, such as provision elsewhere on the site or in an alternative location nearby.



Question box

Q99. Do you support Policy IDS3? If not, what changes are needed and why?

Q100. Is the boundary shown in Figure 10.3 appropriate in the context of Policy IDS3? If not, what changes are needed and why?

Policy IDS4 - 85 Camden Road

10.31 85 Camden Road (identified in Figure 10.4) comprises a green lawn with semi-circular driveway and car parking to the Camden Road frontage with a six storey building to the rear. The site is occupied by retail uses including Pets at Home and Carpet Right at ground level, with 16 homes above.

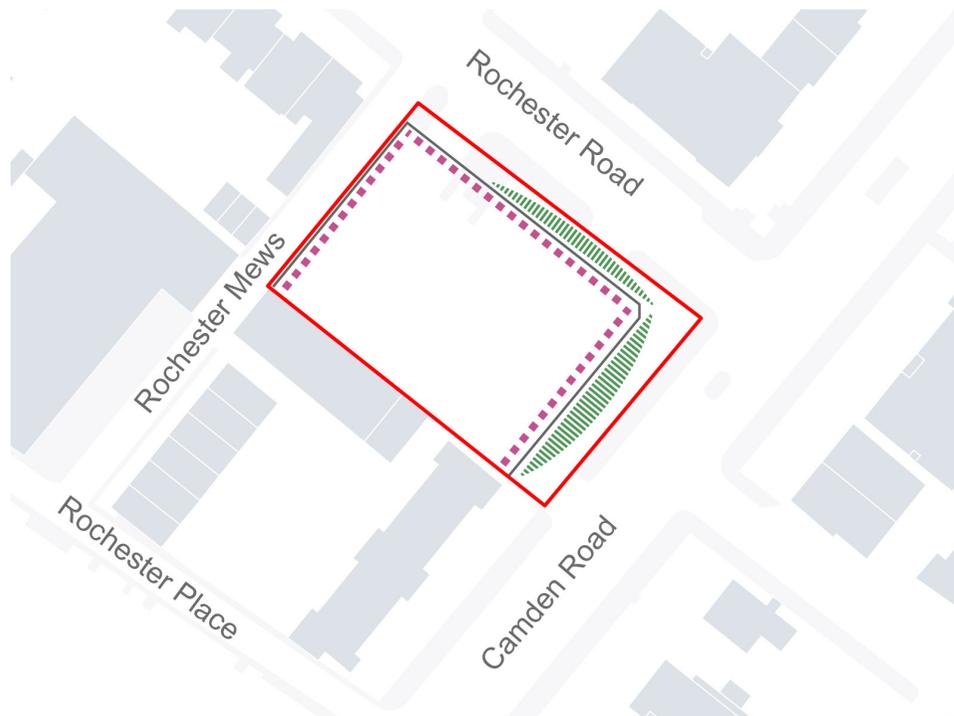


Figure 10.4: 85 Camden Road Map

Site address	85 Camden Road, London, NW1 9EX
Site area (ha)	0.14ha
Proposed uses	Self-contained homes and retail
Indicative housing capacity	24 additional homes

Policy IDS4

The 85 Camden Road site is allocated for permanent self-contained homes, with the potential of retail and/or employment uses at ground floor. Development must:

- Explore the comprehensive redevelopment of the site as the preferred option, including demolition of the existing building and removal of the hardstanding area
- Bring the Camden Road building line forward to be in alignment with adjoining buildings and maintain the Rochester Road building line as existing, while providing a soft landscaped perimeter around both frontages
- Re-provide a soft landscaped area within the site as part of a comprehensive redevelopment of the site
- Ensure the redevelopment engages with Camden Road, Rochester Road and Rochester Mews at ground floor and contributes to the wider townscape
- Ensure that any redevelopment is designed to preserve or enhance the setting of the adjoining Rochester and Camden Square conservation areas
- Ensure servicing continues to be from Rochester Road



10.32 Proposals for this site will be considered having regard to Policy IDS5, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.33 Redevelopment of the site for mixed use is supported provided that housing is retained as the priority land use. Given the site fronts Camden Road, the commercial uses should be focused towards the front of the site at ground floor level, with housing to the rear and on upper floors.

10.34 The Council considers that the existing building does not fully make use of the sites potential and therefore there is an opportunity to increase the building footprint and amount of floorspace on the site. This should utilise the site more effectively, improve the standard of housing accommodation and commercial premises and the site's visual appearance and quality of design.

10.35 Redevelopment of this site must respond appropriately to the scale of the adjoining properties and open spaces, with the commercial properties along Camden Road ranging from 4 to 7 storeys, and the properties on Rochester Road and Rochester Mews being lower in scale at generally 3 storeys.

10.36 The existing building is considerably setback in comparison to the general building line along Camden Road, with an open green

area to the front. The building line should be brought forward as part of redevelopment to activate the frontage with Camden Road. However, the Council would also seek to retain a reasonable portion of greenspace to the front, similar to adjoining sites.

10.37 The building currently fronts Rochester Mews with a blank elevation, which appears to attract fly tipping and could contribute towards anti-social behaviour. Therefore, there is a clear opportunity for a new development to include active retail uses at ground floor that address both street frontages, similar to other recent developments along Rochester Mews. The ground floor of any new development should be interesting and varied to create an inviting and enriching urban environment.

10.38 The site is adjacent to Rochester and Camden Square conservation areas, therefore the redevelopment should be carefully considered and designed to preserve and enhance the setting of these designated heritage areas.



Question box

Q101. Do you support Policy IDS4? If not, what changes are needed and why?

Q102. Is the boundary shown in Figure 10.4 appropriate in the context of Policy IDS4? If not, what changes are needed and why?

Policy IDS5 - Shirley House 25 – 27 Camden Road

10.39 Shirley House (identified in Figure 10.5) is an 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 in a 7 storey building with car parking at ground floor and basement levels. The Regent's Canal Conservation Area Appraisal identifies the existing

office building as having a negative impact, due to its undistinguished architectural quality, poor relationship with the canal and effect in obscuring views of the listed Camden Bridge. Between the building and the canal is a yard used for parking and servicing, which is protected by security fencing.



Figure 10.5 Shirley House Map

Policy IDS5

The Council would support an employment-led scheme with small-scale retail (A1) or café/restaurant (A3) uses on the ground floor. Housing is also considered to be an appropriate use. Development must:

- Retain as much employment floorspace on this site as possible. Employment floorspace must meet a range of needs in Camden Town including for SMEs and 'move-on' space for expanding businesses
- Ensure the design, layout and orientation of development positively relates to the canal and local character.
- Enhance views of the listed Camden Bridge through removal of the viewing platform
- Establish a strong building line along Camden Street and Camden Road
- Improve the quality of the site's boundary through high-quality landscaping
- Incorporate measures to manage the effects of lighting on biodiversity

Site address	Shirley House, 25-27 Camden Road NW1 9LN
Site area (ha)	0.1ha
Proposed uses	Offices, self-contained homes and retail
Indicative housing capacity	30 additional homes

10.40 The immediate context of this canal side area is changing with a recently completed housing scheme at 31-39 Camden Road and a mixed-use redevelopment currently under construction at 140-146 Camden Street.

10.41 Proposals for this site will be considered having regard to Policy IDS5, any other relevant policies in this Site Allocations Local Plan, all

relevant development plan policies and any other relevant material considerations.

10.42 The Council considers this is a suitable site to retain business floorspace (B1a) given there appears to be no history of the offices being vacant, the continuing demands from businesses for premises in Camden Town and the site's good accessibility to public transport services.

10.43 If the existing offices were to become available, it is likely there would be interest from potential occupants. However, it is recognised there may be an opportunity to make more efficient use of this site, particularly from the removal of the car parking to the rear. This site is also a sustainable location for housing, and therefore a mixed-use scheme will be supported, subject to an appropriate level of employment floorspace being maintained and new high-quality flexible space being provided to meet local economic needs.

10.44 It is clear that the context of this area is continuing to change as nearby sites are redeveloped. The Council considers that redevelopment would allow the design shortcomings of the existing development to be addressed. The existing office building and car park makes very little attempt to relate with the surrounding context, notably the canal, and an unused viewing platform hides views of the attractive listed bridge that crosses Camden Road. A

redevelopment scheme must be a high-quality design befitting the prominent location and sensitive canal side setting.

10.45 Removal of the angled orientation of the existing building with Camden Road would help to restore a stronger building line. This could be accompanied by the introduction of retail or café/restaurant uses at pavement level to serve people living and working at this site. It may also be possible to introduce an area of amenity space to take advantage of views over the canal.

10.46 It is understood that the canal is used as a corridor by protected species of bats due to its relatively dark and secluded nature. The Council will secure measures to avoid light pollution of the canal and protect biodiversity.

Question box

Q103. Do you support Policy IDS5? If not, what changes are needed and why?

Q104. Is the boundary shown in Figure 10.5 appropriate in the context of Policy IDS5? If not, what changes are needed and why?



Policy IDS6 - Camden Town over station development

10.47 Camden Town over station development site (identified in Figure 10.6) is located in the heart of Camden. A proposed capacity upgrade by Transport for London (TfL) has been postponed due to funding constraints but it is expected that plans to enhance this station will be revisited in the medium-term should sufficient funding become available.

10.48 TfL has acquired land within this site as the preferred location for facilitating delivery of the station works and providing a second station entrance.

10.49 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. Over station development can only come forward once the main station works have been completed; therefore, it is anticipated that redevelopment of this site would only occur towards the end of the Plan period.

10.50 The auction house and school buildings on this site are presently occupied by Camden Collective providing co-working and training space for young entrepreneurs.

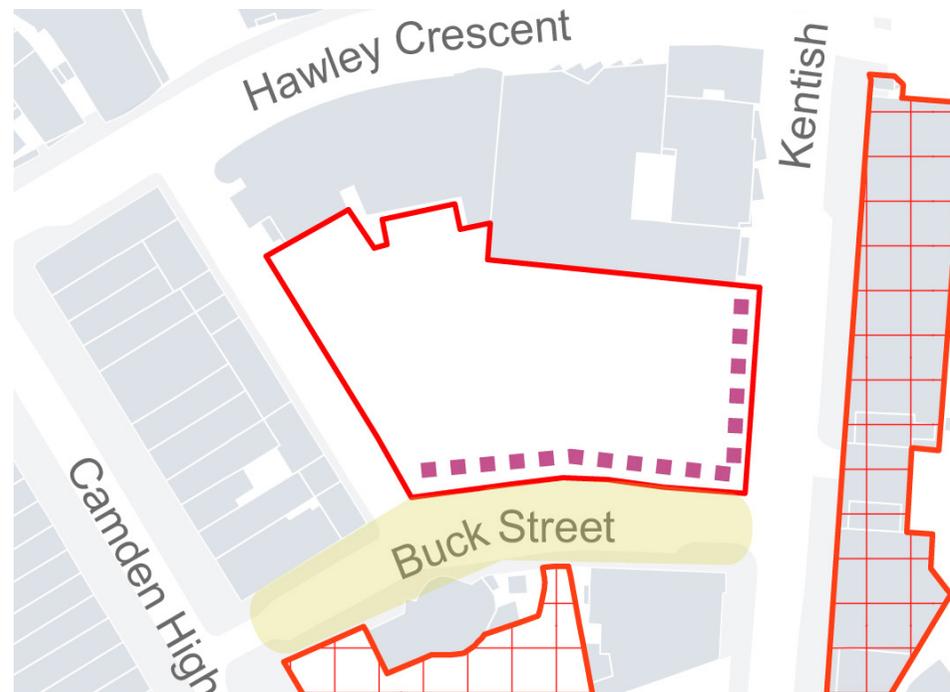


Figure 10.6: Camden Town over station development Map

Policy IDS6

The land is allocated for a new station entrance and ancillary supporting facilities for the station with small-scale retail uses provided at ground floor level along the Buck Street and Kentish Town frontages and housing on upper storeys. Employment uses are also considered to be appropriate and should be concentrated in Stucley Place. Development must:

- Provide frontages that engage with the street along Buck Street and Kentish Town Road with a continuous building line established along Buck Street
- Employment floorspace should give priority to accommodating creative industries, light-industrial workshops, co-working and small and medium sized businesses. This should include space for existing employment uses operating on this site
- Ensure development integrates successfully into the surrounding area in terms of the scale, height and massing of development, achieving a positive relationship with the Camden Town Conservation Area and Regent's Canal Conservation Area
- Provide improvements to the public realm to create a safer and more attractive and accessible environment, including the provision of new public/civic space, widening of pavements along Buck Street and wayfinding for visitors and tourists
- Ensure that food, drink and entertainment uses are only provided where their impacts are fully mitigated
- Not cause harm to the continuing operation of uses on nearby sites including Buck Street Market and the Electric Ballroom
- Demonstrate to the Council's satisfaction how any impacts arising from night-time uses and activities will be managed
- Explore opportunities for decentralised heating and cooling drawing on the ability of the Underground station to supply development above ground

Site address	1-8 Stucley Place, 5–7 Buck Street and 25–27 Kentish Town Road
Site area (ha)	0.27ha
Proposed uses	Self-contained homes, maker spaces/creative industries, retail (ground level)
Indicative housing capacity	50 additional homes

10.51 Proposals for this site will be considered having regard to Policy IDS6, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.52 The site is considered to be an appropriate location to provide a significant contribution towards the Borough’s housing needs, including affordable housing. A minimum of 50 permanent self-contained homes should be provided. The layout and design of this accommodation will need to carefully consider its proximity to the station entrance and the levels of pedestrian activity that are anticipated when it is operational. Proximity to surrounding buildings means that levels of daylight and sunlight for occupants of new dwellings, as well as impacts on existing households and businesses, will need to be thoroughly assessed.

10.53 The Council will expect any lost employment uses to be reprovided in line with Policy E2 of the Camden Local Plan. Any shortfall in re-provision will need to be justified. Space should be provided that draws on employment uses and clusters

already existing in Camden Town, with a proportion of floorspace let at affordable rates.

10.54 Commercial uses would be particularly suitable along Stucley Place, including at ground and first floor level, which currently has a mix of commercial uses and housing. A large office block on this site is not considered to be suitable either in terms of impacts on the adjoining conservation areas or being best placed to meet the particular needs of businesses operating in Camden Town.

10.55 The site is located in the heart of Camden Town Centre. The Council will support retail and food and drink uses which positively complement the local retail offer and Camden Town’s distinctive identity, subject to any necessary mitigation being provided that meets the Council’s requirements. Small-scale units are considered to be the most appropriate in the context of Camden Town’s retail role and function.

10.56 At ground floor level, uses should bring a sense of life and activity to Buck Street and Kentish

Town Road with a strong building line established to frame Buck Street. The Council will consider redesignating Buck Street as a ‘sensitive frontage’, providing a cap on the amount of food and drink uses that can be accommodated and restrictions to limit opening hours. Completion of the station entrance may also provide justification for the Council to review and re-designate other frontages in the area to reflect changes in their retail role.

10.57 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 and the uses they support should inform any redevelopment scheme 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.

10.58 The Council will expect developers to contribute to public realm improvements. Priorities include widening of pavements, better street lighting and wayfinding such as ‘Legible London’ signage. Subject to consultation on a future traffic

order, the Council considers there is an opportunity to create a new civic space in front of the 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. There should be a strong ‘sense of arrival’ as people approach the new station entrance. Development around the station should mark its civic significance and not dominate or overpower its presence.

10.59 The Council will expect the area to become more accessible and widely used. Buck Street is currently a relatively difficult environment for people with limited mobility to pass through, with a change in levels between Camden High Street and Kentish Town Road. The ease and comfort for residents and visitors passing between the site, the station entrance and the Town Centre should form a key principle for public realm works in this area. The Council also wish to see pavements widened along Kentish Town Road.

10.60 Development should respect the local context, positively respond to the qualities of the Camden Town Conservation Area and Regent’s Canal Conservation Area and be sensitive to the setting of the Trinity United Reformed Church. An effective design approach 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.

Proposals that significantly exceed the prevailing height and scale of buildings in the area are unlikely to be acceptable.

10.61 The design of the scheme should preserve valued local views (the conservation area appraisals describe views and vistas which are considered to be important).

10.62 To the south-west of the site is the Electric Ballroom music venue, nightclub and indoor market which is an important cultural attraction in Camden Town. The Council will expect construction works to minimise any impact on the Electric Ballroom. In line with the agent of change principle, the party responsible for a change should also be responsible for managing the impact of that change, proposals must include noise mitigation measures to ensure that the ability of existing premises to operate effectively is not adversely affected with the applicant of any scheme responsible for any mitigation costs.

10.63 The evening and night time operation of the station will mean there will be noise caused by the movement of people through the area and there may also be the residual transmission of noise and vibration from the underground station and platforms. Appropriate acoustic measures are therefore likely to be required. Redevelopment should ensure this area functions as a safe and secure place at all times of the day.

10.64 The use of decentralised energy should be thoroughly explored taking into account the energy demands and cooling needs of the underground station. The density and mix of uses may make this a particularly feasible location to create a new energy network.



Question box

- Q105. Do you support Policy IDS6? If not, what changes are needed and why?
- Q106. Is the boundary shown in Figure 10.6 appropriate in the context of Policy IDS6? If not, what changes are needed and why?

Policy IDS7 - Buck Street Market (Camden Market) 192-200 Camden High Street

10.65 Buck Street Market (identified in Figure 10.7) is in a busy location fronting onto Camden High Street near to Camden Town Underground Station. While the existing market appears to trade successfully, it sells a limited range of goods, with little appeal to local people, and provides cramped accommodation for traders and visitors.

10.66 Planning permissions for a market use have been granted on a temporary basis since the 1980s due to the likelihood of Transport for London bringing forward station improvement works. The capacity upgrade referred to in Policy IDS6 is dependent on excavations directly beneath this site.



Figure 10.7: Buck Street Market Map

Policy IDS7

The Buck Street Market site is allocated predominantly for market use. This could be supported by ancillary uses, such as other suitable town centres uses – retail, food and drink or small-scale office facilities - to secure more intensive use of the site. Applicants should also investigate the suitability of locating housing above ground level as an element of any scheme. Development must:

- a. Secure enhancement of the market and the range of goods sold
- b. Provide space for independent and start-up businesses including small retail units fronting onto Camden High Street
- c. Subject to securing satisfactory mitigation measures, provide new food and drink uses that can complement the market offer
- d. Deliver a high-quality design that can make a positive contribution to the Camden Town Conservation Area, restore the building line along Camden High Street and achieve a positive relationship with the Trinity United Reform Church
- e. Be market-led with at least the existing quantum of market floorspace reprovided, ensuring any scheme contributes to Camden Town Centre's unique character and the particular appeal of its markets
- f. Address the poor accessibility of the market, giving consideration to older people and visitors with limited mobility
- g. Contribute to Camden Town's evening economy while ensuring that appropriate community safety measures are in place and negative amenity impacts mitigated
- h. If the provision of housing is shown to be unachievable, the Council will expect it to be provided off-site
- i. Ensure that the potential effects of redevelopment on existing traders are assessed and any necessary mitigation measures secured

Site address	Buck Street Market (Camden Market) 192-200 Camden High Street NW1 8QP
Site area (ha)	0.1ha
Proposed uses	Market, retail, food and drink
Indicative housing capacity	5 additional homes

10.67 Proposals for this site will be considered having regard to Policy IDS7, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.68 The Council's Conservation area appraisal for Camden Town identified the market as a negative contributor. This has partly arisen from its ad hoc structure with a history of temporary planning consents preventing significant investment in this site. The building line along Camden High Street is disrupted, forming an uncharacteristic break where continuous building lines otherwise occur.

10.69 The Council wishes to see this site used much more intensively, recognising its centrality in Camden Town. It should continue to be predominantly in market use, with a more varied offer, with one or more complementary town centre uses. This should support the character and flavour of the other markets in Camden Town. We will also expect a proportion of the stalls and units to be provided at affordable rates for local businesses.

10.70 Along the Camden High Street frontage, small-scale retail units are likely to be particularly suitable to activate the frontage at ground floor level. The site would also be suitable for a limited amount of food and drink uses to complement

the market. Standard larger units for retail/food and drink uses would not be considered to make a positive contribution to the distinctive character of Camden Town as a town centre and conservation area.

10.71 The existing market is not open in the evenings so there may also be potential to extend the opening hours, subject to impacts on local amenity being assessed, to ensure the site makes an active contribution to the Town Centre at this time.

10.72 The Council would expect any scheme in such a prominent location to be designed to a high-quality that respects the local character and improves the appearance of this site. The internal design of individual stalls and retail units, with attractive circulation spaces, is also likely to be important to delivering a successful design concept that is welcoming to passers-by.

10.73 Physical and visual permeability through the site is critical for the ease of passage for people with disabilities and with buggies. The Council would also welcome the creation of spaces for sitting and encourages the provision of public toilets, especially if any new food and drink establishments are created.

10.74 In line with Policy H2 of the Camden Local Plan, the Council wishes to see housing provided at upper levels, subject to achieving

a satisfactory standard of housing amenity (with off-site provision if it is not possible for housing to be delivered within the site). Impacts on existing entertainment uses such as the Electric Ballroom must also be considered, taking into account the agent of change principle, the party responsible for a change should also be responsible for managing the impact of that change, proposals must include noise mitigation measures to ensure that the ability of existing premises to operate effectively is not adversely affected with the applicant of any scheme responsible for any mitigation costs.

10.75 The Council accepts that the existing range of stalls may not be retained as part of a redevelopment scheme. The Council will expect the applicant to provide appropriate safeguards to ensure the relocation of existing businesses as far as possible, preferably to other sites within Camden Town town centre.

10.76 Development must also consider the proximity to the London Underground vent shaft and emergency access behind the site and ensure that sufficient clearance from this structure is maintained.



Question box

Q107. Do you support Policy IDS7? If not, what changes are needed and why?

Q108. Is the boundary shown in Figure 10.7 appropriate in the context of Policy IDS7? If not, what changes are needed and why?

Policy IDS8 - Grand Union House, 18-20 Kentish Town Road

10.77 'Grand Union House' (identified in Figure 10.8), forms part of the wider Grand Union group of buildings (together with the Sainsbury supermarket on Camden Road, Grand Union Walk terrace and a small crèche building). Historic England recently decided to list the supermarket and terrace but rejected listing of Grand Union House and the crèche.

10.78 The site sits opposite the allocation for Camden Town over Station Development (Policy IDS6), which fronts onto the western side of Kentish Town Road. Therefore, the character and context of the wider area would change during the Plan period, with significant additional footfall expected if a new station entrance is constructed in Buck Street.

Policy IDS8

Grand Union House is allocated for an employment-led development with retail and food and drink uses on the ground floor. Housing would also be acceptable use above ground floor level. Development must:

- Activate the ground floor along Kentish Town Road through infill development that complements Camden Town Centre's retail character, and supported by improvements to the public realm surrounding the site.
- Achieve a positive relationship with the now listed elements of the Grand Union group of buildings
- Address the issues associated with anti-social behaviour in and around this site
- Retain the access to Sainsbury's while removing vehicle parking associated with the existing commercial use of Grand Union House
- Explore opportunities to improve the public realm in the servicing yard and improve access to, and visibility of, St Michael's Church

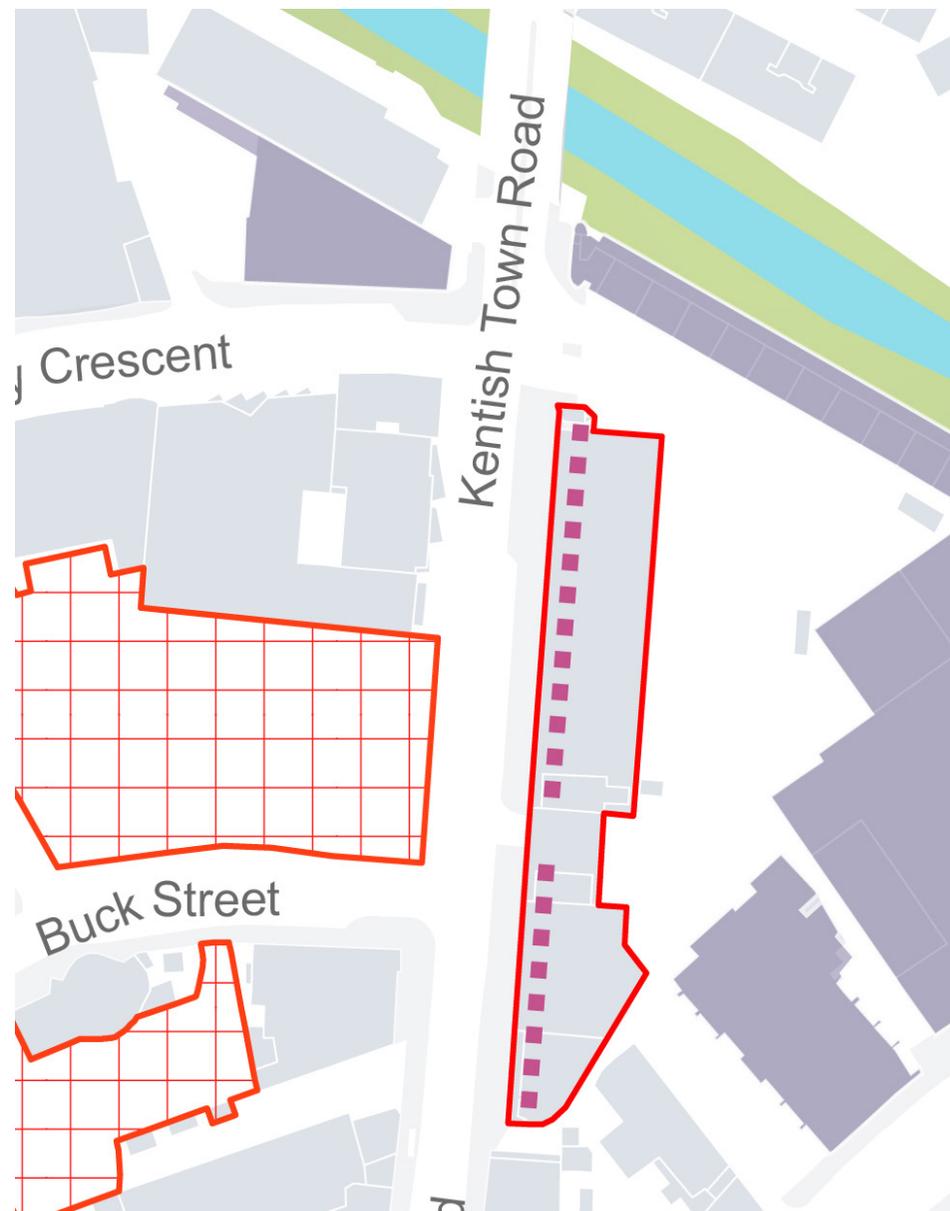


Figure 10.8: Grand Union House Map

10.79 Proposals for this site will be considered having regard to Policy IDS8, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.80 There is developer interest in intensifying use of this site and bringing activity to Kentish Town Road. The existing undercroft relates extremely poorly with the street and the car parking is an inefficient use of space at ground level. The Council would expect any scheme to remove the parking associated with the commercial use of this site.

10.81 The Council considers there is an opportunity to increase the level of employment floorspace, which should remain the predominant element in any scheme. There may also be an opportunity to include a limited amount of permanent self-contained housing within the site, subject to a satisfactory standard of amenity being achieved.

10.82 At ground floor level, the relationship with Kentish Town Road must be addressed through the provision of new retail or food and drink units to complement the wider offer in Camden Town Centre. We would expect predominantly small units to be provided along this frontage, although some flexibility will be provided for units of longer width, recognising the limited depth of this site.

10.83 The Council will also seek improvements to the public realm immediately to the front of the site to provide a more attractive space, both for people visiting the site and passers-by. The access through to Sainsbury's means that the parking and servicing area to the rear of the building has a significant visual role and therefore, we will seek landscaping improvements for this area and a car-free obligation for Grand Union House in line with Policy T2 of the Camden Local Plan. Consideration should be given to improving the permeability and access to the neighbouring St Michael's Church.

10.84 The site is in close proximity to a number of listed and locally listed assets and therefore the relationship between any proposed scheme and these existing assets will need to be carefully assessed. This includes the now listed components of Grimshaw's comprehensive scheme. The height, bulk, scale and detailed design will need to be assessed carefully and an increase in the building's dominance along Kentish Town Road should be avoided. Materials and finishes should be considered which help to sustain the building's relationship and connection with the supermarket and houses at Grand Union Walk.

Site address	Grand Union House, 18-20 Kentish Town Road NW1 8NH
Site area (ha)	0.1ha
Proposed uses	Employment (offices), self-contained homes, retail (ground level)
Indicative housing capacity	6 additional homes



Question box

Q109. Do you support Policy IDS8? If not, what changes are needed and why?

Q110. Is the boundary shown in Figure 10.8 appropriate in the context of Policy IDS8? If not, what changes are needed and why?

Policy IDS9 - 202 - 204 Finchley Road

10.85 202-204 Finchley Road (identified in Figure 10.9) is occupied by a property known as Meridian House which comprises of a five storey building fronting Finchley Road in commercial and housing use together with a two storey commercial building and large car park area to the rear.

10.86 There is a single storey former caretaker's property to the rear of the car park adjacent to a wooded area. This copse is subject to a group Tree Preservation Order (TPO) and

falls within the Redington Frogmal Conservation Area, which means that the trees are protected. The site is adjacent to, but not within Swiss Cottage / Finchley Road town centre designation.

10.87 Planning permission was granted in 2008 and renewed in 2011 for an additional three storey office block in the rear of the site replacing the caretaker's property and some of the parking area. The permission was not implemented but establishes that some form of additional building could be considered here subject to suitable design.

Policy IDS9

202 -204 Finchley Road is allocated for mixed commercial and permanent self-contained homes

Proposals for the redevelopment of this site must:

- Ensure the operation of existing or future employment uses on the site are not compromised by the inclusion of additional homes
- Retain or reprovide the employment floor space, in a manner suitable for small to medium business enterprises and include an appropriate proportion of affordable workspace
- Retain an active frontage onto Finchley Road
- Be of high-quality design to reflect its relationship with the adjacent Conservation Area
- Ensure the protected wooded copse is sensitively integrated into any redevelopment and enhanced

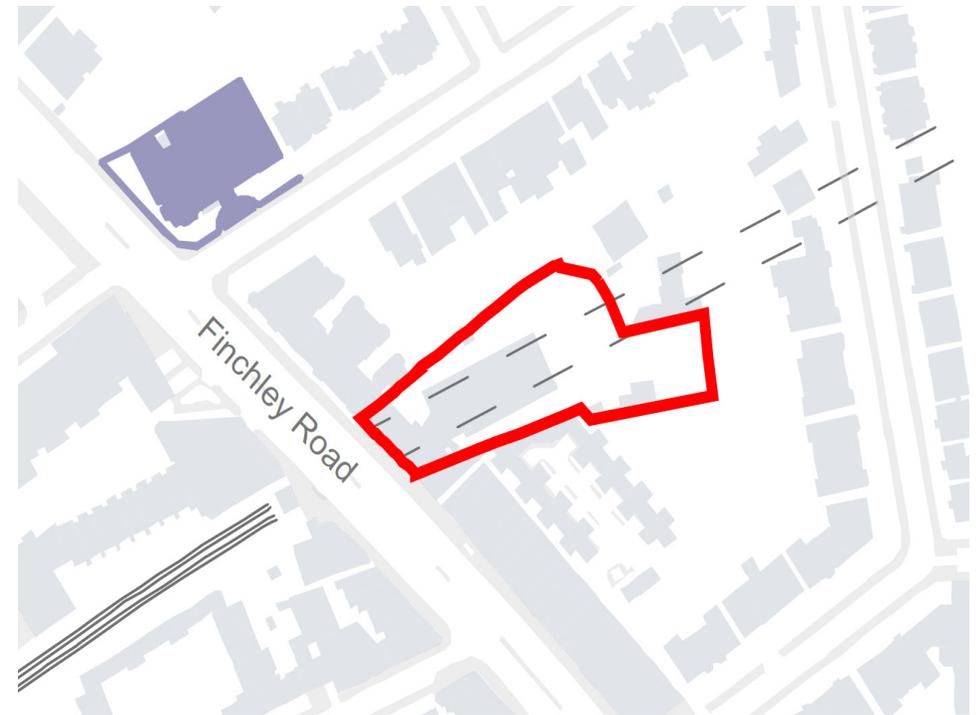


Figure 10.9: 202-204 Finchley Road Map



10.88 Proposals for this site will be considered having regard to Policy IDS9, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.89 The site currently provides a significant amount of employment floor space and is subject to an Article 4 restriction that means a change of use of the employment floor space requires planning approval.

10.90 Development of the site for additional housing units would be supported provided that this does not compromise existing or future employment uses on the site.

10.91 Development may take the form of building above or to the rear of the existing properties or a total redevelopment. In either case, there should be no net loss of employment floor space and the reprovided floorspace should include space suitable for small medium enterprises and micro businesses, together with affordable workspace.

10.92 Development must respect the adjacent properties within the Conservation Area and any extension to the existing building should be set back appropriately to fit into the streetscape.

10.93 There are a number of level changes both across the site and in relation to the adjacent housing properties that will require careful design to maximise potential on the site without harmful impact on adjacent housing properties.

10.94 There are a number of protected trees in the curtilages of adjacent properties that would need to be sensitively considered to ensure they are not harmed. The copse protected by the TPO appears partially overgrown and would therefore benefit from careful management to ensure the enhancement of the protected trees. Any design would need to ensure that it addressed the raised level of the copse.



Site area (ha)	0.35ha
Proposed uses	light industrial, offices and self-contained homes
Indicative housing capacity	12 additional homes

Question box

Q111. Do you support Policy IDS9? If not, what changes are needed and why?

Q112. Is the boundary shown in Figure 10.9 appropriate in the context of Policy IDS9? If not, what changes are needed and why?

Policy IDS10 – Gondar Gardens Reservoir

10.95 The Gondar Gardens Reservoir site (identified in Figure 10.10) comprises some 1.24 ha of open land within the housing suburb of West Hampstead. The site forms a long rectangle, bounded on three sides by the rear gardens of terraced houses and with an unbuilt frontage along Gondar Gardens. The site contains a decommissioned reservoir, which comprises a vaulted brickwork structure supported on brick piers and perimeter walls, mostly buried in the ground or contained within a grassed embankment.

10.96 Proposals for this site will be considered having regard to Policy IDS10, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.97 The site is subject to a number of designations, which are illustrated in Figure 10.10. The site sits within a sensitive context, therefore any future development of the site needs to be carefully considered and designed in response to these development constraints.



Figure 10.10: Gondar Gardens Reservoir Map

Policy IDS10

The Gondar Gardens Reservoir site is allocated for permanent self-contained homes. Development must:

- a. Be of an appropriate scale on the un-designated area in order to protect and enhance the designated open space and SINC.
- b. Ensure ecological mitigation measures are incorporated to prevent a decline in valuable habitats and protected species on the site.
- c. Protect views across the site from significant harm or loss, in particular the view to the east towards Hampstead.
- d. Establish clearly defined entrances on the Gondar Gardens street frontage to ensure the development actively contributes towards the streetscene.

Site address	Gondar Gardens Reservoir, Gondar Gardens, London NW6 1QF
Site area (ha)	1.24ha
Proposed uses	Self-contained homes
Indicative housing capacity	30 additional homes
Planning history	2017/6045/P was refused 30 January 2018 and dismissed on appeal 10 June 2019. 2013/7585/P - The Second Frontage Scheme: Refused by the Council but allowed on appeal. This permission was not implemented and has since expired. 2012/0521/P - The Frontage Scheme: Refused by the Council in May 2012. Inspectorate resolved to refuse the appeal on 3 June 2013. 2011/0395/P - The Reservoir Scheme: Refused by the Council but allowed on appeal. This permission was not implemented and has since expired.

10.98 The Fortune Green and West Hampstead Neighbourhood Plan adopted in 2015 outlines some specific visions for the Gondar Gardens Site if development were to come forward, including the retention of open space with managed public access, maintaining suitable conditions for biodiversity, protecting views across the site, and any future development to match the character of existing.

10.99 Since decommissioning there have been several proposals for the development of the site. Although all were refused by the Council two were allowed at appeal, the Reservoir Scheme and the Second Frontage Scheme, as listed in the table above. These proposals allowed on appeal therefore establish the principle of, and some parameters for, development on the site.

10.100 A housing led development is the most appropriate land use for this site as it is situated within a housing suburban environment. Housing properties would also be easily accessible to the high streets of Mill Lane and West End Lane, as well as the public transport services of West Hampstead stations, Kilburn Station and Cricklewood Station. Based on a review of previous applications within the development area, the Council is of the view that there is the potential to provide 30 housing units.

10.101 As illustrated in Figure 10.10, a large portion of the site is covered by formal designations and policy protections. Therefore the

Council considers that development should be focussed on the area of un-designated land. Development of this area should be sensitively designed to reflect the form, scale and local character of surrounding buildings. The whole of the reservoir footprint as well as areas to the east of the site are designated as a Site of Importance for Nature Conservation (SINC). These areas of the site feature a range of high-quality grassland habitats that support a wide mosaic of fauna and flora. The Council acknowledges that a previous permission was allowed at appeal for the development of the reservoir structure which had included a very high standard of ecological mitigation and compensation. However, this scheme has since lapsed as it was not started within the 3 years of being granted. In addition the Inspectors decision on the latest proposal, in which the appeal was dismissed, determined that previous permissions should not be relied on as compelling precedents for future proposals, particularly for the footprint and scale of development.

10.102 A majority of the site is covered by the SINC designation, therefore any development should seek to avoid development of these areas in the first instance and, thereafter, thoroughly consider the impacts on the biodiversity value of the site, including habitats, soils and species. If needed, ecological mitigation measures should also be incorporated to any proposal to ensure any new development results in a net gain in terms of ecological

value rather than a decline in valuable habitats and protected species on the site. The protection of these environmental assets can also be fostered by the management of public access, in order to maintain suitable conditions for bio-diversity and wildlife.

10.103 As outlined in the Neighbourhood Plan, local residents' vision is for the views across the site to be protected from significant harm or loss; of particular significance is the view to the east towards Hampstead, due to the significant

amount of open space the site provides. The site allocation supports this vision by including a provision to protect views across the site.

10.104 Development should remove the current hoarding and activate the Gondar Gardens frontage. Establish clearly defined entrances on the Gondar Gardens street frontage to ensure the development actively contributes towards the streetscene.



.....

Question box

Q113. Do you support Policy IDS10? If not, what changes are needed and why?

Q114. Is the boundary shown in Figure 10.10 appropriate in the context of Policy IDS10? If not, what changes are needed and why?

.....

Policy IDS11 – Wendling Estate and St Stephens Close

10.105 The Wendling Estate and St Stephens Close (identified in Figure 10.11) are located in the Gospel Oak regeneration area and were originally part of the wider Lismore Circus Estate, along with Bacton, Waxham and Ludham estates.

10.106 The estate is centred on the retail and community facilities of Queen’s Crescent, a 5 minute walk to the south east, which include a public library, community centre, post office and sports facilities, with further retail on Southampton Road and Malden Road. Bus connections to central London are well located directly outside the estate, and several rail and underground stations are within 1km. The green spaces and recreational facilities of Parliament Hill Fields are also a short walk away.

10.107 The Camden Local Plan 2017 identifies Gospel Oak as a regeneration area due to high levels of relative deprivation and significant housing challenges. Through engagement with local residents, businesses and community groups the following priorities have been identified

- Invest in housing;
- Community Safety;
- Getting about;
- Jobs and enterprise;
- Improve open space;
- Community provision; and
- Improvements to Queen’s Crescent

10.108 Significant progress has already been made with the completion 72 high-quality new affordable homes at Bacton Low Rise phase 1, now called Cherry Court, and a further 20 new homes at Kiln Place and Barrington and Lambie. Bacton Low Rise phase 2 is due to start on site in 2020 and will provide 265 new homes. In addition, significant investment has taken place at Waxham and Bacton Tower through Camden’s Better Homes Programme.

10.109 Following constructive conversations with the residents of Wendling and West Kentish Town estates Camden’s Cabinet agreed funding to progress plans for redevelopment of those estates in July 2019. The final decision will be dependent on a ballot of residents but in anticipation of further population growth it is essential to ensure that appropriate infrastructure is provided and that development is coordinated to create a cohesive and attractive place.

10.110 The Council will undertake further engagement with the wider community to agree a Community Vision for Gospel Oak and Haverstock during 2020. The Community Vision will ensure that these developments deliver the improvements that residents have told us that they want to see in the wider area, addressing the local priorities identified.

Policy IDS11

Wendling Estate and St Stephens Close is allocated for a housing led mixed-use development. Development must:

- a. Deliver significant regeneration benefits and be supported by a ballot of residents
- b. Create a safe, welcoming and attractive environment that limits the opportunity for crime and antisocial behaviour
- c. Establish a clear network of well-defined streets that integrate with the wider street network and improve connectivity with surrounding services/ facilities and open spaces including Lismore Circus and Gospel Oak open space.
- d. Explore opportunities to reintroduce the historic street pattern including a radial route from Lismore Circus to St. Dominic’s Priory
- e. Make provision for a hierarchy of open spaces including public, semi-public and private space with clear thresholds between them and explore opportunities to integrate play across the site
- f. Ensure that the health centre, nursery and hostel are able to maintain continuity of service throughout the redevelopment period
- g. Minimise the impacts of operational vehicles and servicing on existing streets and incorporate appropriately located and designed shared access points and off-street servicing arrangements

Site address	Wendling Estate and St Stephens Close
Site area (ha)	2.6ha
Proposed uses	Self-contained homes, community
Indicative housing capacity	409 additional homes

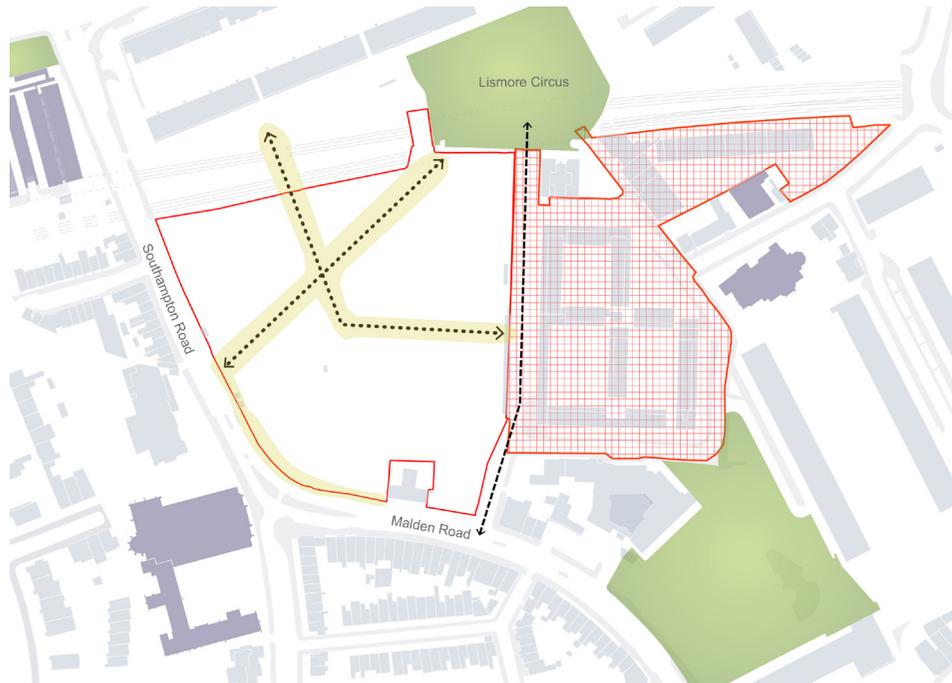


Figure 10.11: Wendling Estate Map

10.111 Proposals for this site will be considered having regard to Policy IDS11, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.112 Wendling Estate comprises of a collection of three to four storey blocks divided into flats and maisonettes, and a point block of 10 storeys divided into one bed flats. It is a deck access estate that faces inwards, away from surrounding streets with pedestrian walkways all above the level of surrounding streets. Streets surrounding the estate are faced by its garages or back gardens

and entrances to the estate are unwelcoming to non-residents.

10.113 The existing design means that Wendling Estate is very inward looking, turning its back on the surrounding roads and railway and connectivity from one side to the other is poor, leading to wider issues of dead ends, poor passive surveillance and antisocial behaviour. However, the estate's generous internal and external spaces are highly valued by residents.

10.114 The regeneration of the neighbouring Bacton Low-Rise provides the opportunity to open up new routes between Grafton Road

to the east, and Southampton Road to the west, tying the estate into the urban fabric of the surrounding streets, greatly improving permeability and beginning to address the issue of short but inefficient journeys caused by the impenetrability of the estate. With the improvement of links through the site there is an opportunity to increase the provision of green space and create a more generous park that opens the estate up to its neighbours and encourages non-residents to use the routes through the estate rather than bypassing it.

10.115 The site forms of part of Camden's Community Investment Programme (CIP). Over the last 18 months the Council have been working closely with residents, ward members and locally recruited Community Liaison Advisors to look at potential development options for the area. As part of this work local residents involved in the project created a residents' brief to influence the type and form of development that may happen in the future. This brief has been used to help inform the development principles set out in Policy IDS11.

Question box

Q115. Do you support Policy IDS11? If not, what changes are needed and why?

Q116. Is the boundary shown in Figure 10.11 appropriate in the context of Policy IDS11? If not, what changes are needed and why?

Policy IDS12 – Former Mansfield Bowling Club

10.116 The former Mansfield Bowling Club site (identified in Figure 10.12) is located in a housing neighbourhood within the Dartmouth Park Conservation Area. Its former use was as a private bowls club and part of the site is currently a designated private open space. The site is also identified as a specific neighbourhood site in the emerging Dartmouth Park Neighbourhood Plan. The neighbourhood plan also designated part of the site as a Local Green Space.

10.117 Proposals for this site will be considered having regard to Policy IDS12, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.118 The former Mansfield Bowling Club site falls within an area where

there is a recognised under provision of leisure/sports facilities and smaller scale open/play spaces. The redevelopment of this site creates an opportunity to provide an enhanced sport/leisure offer and a new public open space.

10.119 In January 2017 planning permission was granted on appeal for 21 new dwellings, a new public space, enhanced tennis facilities and an ancillary sports pavilion. At the time of writing it is noted that work on the site has technically commenced but is not at an advanced construction stage which is why it is deemed appropriate for this site to be included in this Plan.

10.120 The proposed policy mirrors the consented scheme for the site and seeks to ensure that the wider community benefits are retained if a new application were to be received on this site.

Site address	Mansfield Bowling Club, Croftdown Road, Highgate, NW5 1EP
Site area (ha)	0.85ha
Proposed uses	Self-contained homes
Indicative housing capacity	21 additional homes
Planning history	Planning permission granted in 2017. Work has commenced on site.

Policy IDS12

The former Mansfield Bowling Club site is allocated for permanent self-contained homes. Development must make provision for a new public open space; enhanced tennis facilities; and an ancillary sports pavilion on-site.

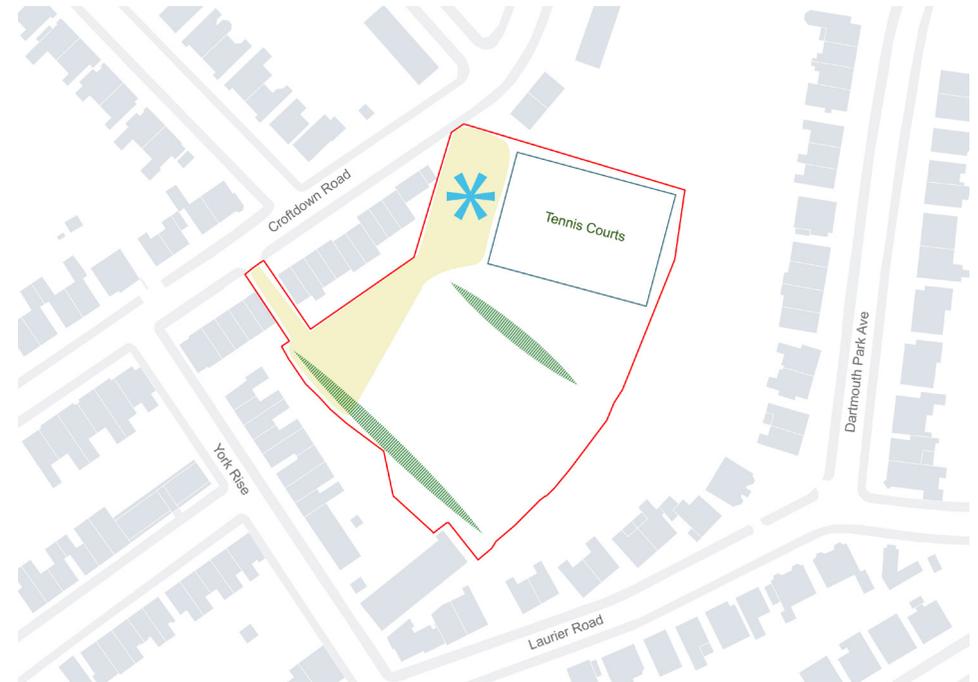


Figure 10.12: Former Mansfield Bowling Club Map

Question box

Q117. Do you support Policy IDS12? If not, what changes are needed and why?

Q118. Is the boundary shown in Figure 10.12 appropriate in the context of Policy IDS12? If not, what changes are needed and why?

Policy IDS13 – West Kentish Town

10.121 The West Kentish Town Estate (identified in Figure 10.13) is located in the Gospel Oak area and is bordered by Queen's Crescent neighbourhood centre to the north and Grafton Road to the east. The Overground railway line runs adjacent to the site in the south east corner, continuing north/south between Gospel Oak and Kentish Town West Stations. Obstructed by the railway line, Kentish Town Underground and Thameslink Station is a short walk from the south of the site, but more difficult to reach from the north of the site and Queen's Crescent.

10.122 The Camden Local Plan 2017 identifies Gospel Oak as a regeneration area due to high levels of relative deprivation and significant housing challenges. Through engagement with local residents, businesses and community groups the following priorities have been identified:

- Invest in housing;
- Community Safety;
- Getting about;
- Jobs and enterprise;
- Improve open space;
- Community provision; and
- Improvements to Queen's Crescent

10.123 Significant progress has already been made with the completion 72 high-quality new

affordable homes at Bacton Low Rise phase 1, now called Cherry Court, and a further 20 new homes at Kiln Place and Barrington and Lamble. Bacton Low Rise phase 2 is due to start on site in 2020 and will provide 265 new homes. In addition, significant investment has taken place at Waxham and Bacton Tower through Camden's Better Homes Programme.

10.124 Following constructive conversations with the residents of Wendling and West Kentish Town estates Camden's Cabinet agreed funding to progress plans for redevelopment of those estates in July 2019. The final decision will be dependent on a ballot of residents but in anticipation of further population growth it is essential to ensure that appropriate infrastructure is provided and that development is coordinated to create a cohesive and attractive place.

10.125 The Council will therefore undertake further engagement with the wider community to agree a Community Vision for Gospel Oak and Haverstock during 2020. The Community Vision will ensure that these developments deliver the improvements that residents have told us that they want to see in the wider area, addressing the local priorities identified.

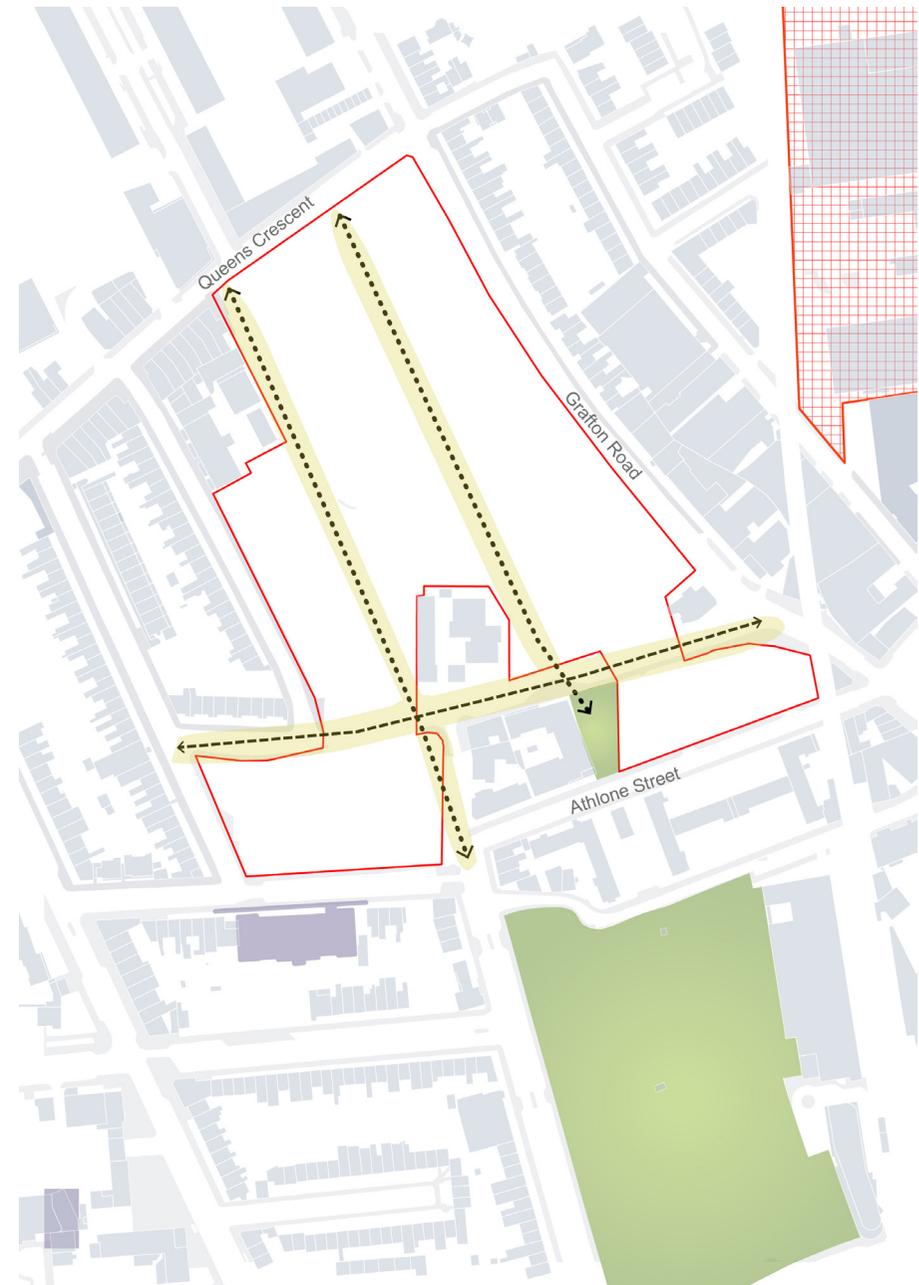


Figure 10.13: West Kentish Town Map

Policy IDS13

West Kentish Town Estate is allocated for a housing led mixed-use development. Development must:

- a. Deliver significant regeneration benefits and be supported by a ballot of residents
- b. Create a safe, welcoming and attractive environment that fosters an increased sense of community pride
- c. Ensure that any non-housing uses are focused towards Queen’s Crescent to help reinforce and improve local facilities and services in this location
- d. Establish a clear network of well-defined streets and spaces including spaces to relax, play and grow food
- e. Explore opportunities to reinstate the historic street pattern, with North/South and East/West built form, creating direct, legible routes connecting key destinations, reinforced by strong built form and building lines to frame the streets
- f. Minimise the impacts of operational vehicles and servicing on existing streets and incorporate appropriately located and designed shared access points and off-street servicing arrangements

10.126 Proposals for this site will be considered having regard to Policy IDS13, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.127 The site is surrounded by a mixture of uses, with the adjacent Queen’s Crescent providing amenity to the existing residents including retail, leisure and commercial uses. Public parks with sports facilities are offered to the north and south, while a number of leisure centres are also located in the surrounding area. The site is within walking distance of several primary schools and other educational facilities. In general the area is primarily housing, with a large

area of industrial and mixed uses to the east of the railway line.

10.128 The site as seen today was built in 1964 following the demolition of the original Victorian Street properties. The original linear routes of Carlton Street and Weedington Road were lost or rerouted. The original line of Weedington Road which ran unbroken north/south through the area, was severed by the centrally placed 15 storey tower block on Warden Road. Portions 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. A number of listed buildings and buildings of local significance are located nearby, both within and

Site address	West Kentish Town Estate
Site area (ha)	3.5ha
Proposed uses	Self-contained homes, community and retail
Indicative housing capacity	484 additional homes

outside the conservation areas. Notable buildings include the Grade II listed Fiddlers Elbow pub and Rhyl Primary School.

10.129 Local public open spaces are linked by the Metropolitan Walk which runs through Talacre Park, crossing the site and Queen’s Crescent, and continues north to Gospel Oak open spaces. Further to the north of the site is Parliament Hill and Hampstead Heath.

10.130 Talacre Gardens are located to the south of the site and offer large green open spaces with play equipment and sports pitches. Within the site there are numerous pockets of green open space, however they are largely undefined, unused and poorly overlooked.

10.131 The current layout of the site lacks a clear orientation north-south or east-west. In addition, streets and

open spaces are poorly defined and are not in keeping with the layout of the surrounding area. Together, these create a confusing street structure with poor legibility and familiarity. With the increase in density, usable public amenity space, good quality public realm, aspirational design and placemaking principles will be key.

10.132 The site forms part of Camden’s Community Investment Programme (CIP). Over the last 18 months the Council have been working closely with residents, ward members and locally recruited Community Liaison Advisors to look at potential development options for the area. As part of this work local residents involved in the project created a residents’ brief to influence the type and form of development that may happen in the future. This brief has been used to help inform the development principles set out in Policy IDS13.

Question box

Q119. Do you support Policy IDS13? If not, what changes are needed and why?

Q120. Is the boundary shown in Figure 10.13 appropriate in the context of Policy IDS13? If not, what changes are needed and why?

Policy IDS14 – Royal Free

10.133 The Royal Free Hospital is a major teaching hospital located on Pond Street in Hampstead. The hospital is part of the Royal Free NHS Foundation Trust and offers a wide range of medical services, including ground-breaking transplantation research.

10.134 The overall site encompasses the main hospital building, with its

main entrance on Pond Street, in conjunction with the surrounding areas, bounded by Rosslyn Hill, St Stephen's Church and Hampstead Hill School to the west, the Stag public house to the east and the southern car park to the west. A row of shops is located immediately north of the site, along Fleet Road with Camden Ambulance Station located to the north-east.

Site address	Royal Free, Pond Street, NW3 2QG
Site area (ha)	3.34ha
Proposed uses	Health and other complementary/supporting uses



Figure 10.14: Royal Free Map

Policy IDS14

The Royal Free Hospital is allocated for a health-led mixed-use development including a hospital and a range of complementary uses. Development must:

- Improve the on-site health offer. Complementary uses that support the onsite health offer without compromising the future growth and function of the hospital will be encouraged
- Be informed by a robust understanding of the historic context of the site, including the merits of existing buildings
- Improve movement across the site and the wider area by providing accessible level entrances to the street frontages, in particular at the Pond Street entrance
- Maximise opportunities for urban greening and create a network of accessible, green open spaces for people to relax, recover and reflect
- Explore opportunities to maximise social value at the planning, construction and end user phases, including access to jobs and skills training and improved community access to private facilities intended to serve the development such as lobby spaces, roof gardens, cafes and gyms
- Explore opportunities to provide an on-site local heating network
- Minimise the impacts of operational vehicles and servicing on existing streets and incorporate appropriately located and designed, shared access points and off-street servicing arrangements

10.135 Proposals for this site will be considered having regard to Policy IDS14, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

- Lawn Road car park
- Southern car park

10.136 The Royal Free is a major centre for medical research and pioneering health care. Within the site there are four distinct character areas:

- Heath Strange Gardens (substantially developed)
- The hospital's main entrance (Pond Street)

10.137 The site covers a substantial area: the southern carpark site, which is for staff carpark faces south; the Lawn Road car park site, an eastern triangular site that faces Lawn Road and Fleet Road; and the Pond St entrance site, which lies east of the raised forecourt. The Heath Strange Gardens site, which incorporates the car park and memorial garden facing Rosslyn Hill/Hampstead Green, is already undergoing substantial development.

10.138 The main hospital building which dominates the site has its main access from Pond Street. Uses to the north, south and east are predominantly residential, terraced brick houses, along with some independently owned restaurants and cafes. These are more concentrated towards the north-west of the site where Pond Street, Elm Terrace, South End Green and Fleet Road meet to form a natural retail centre.

10.139 Much of the developable area of the site under NHS ownership has been used for parking. Comprehensive development of the site offers the opportunity to encourage further growth and development as a leading health and research campus with complementary uses that support the on-site health offer, including housing, commercial and research uses and community and leisure facilities.

10.140 The site is surrounded by conservation areas: the Mansfield Conservation Area lies to the east

and north of the site, the Hampstead Conservation Area lies to the north-west and the Parkhill Conservation Area to the south. Belsize Wood Open Space is to the south of the site. The site also sits in the Fleet river valley, with the land rising into the Parkhill & Upper Park Conservation Area, which is characterised by the nineteenth century development of Belsize Park, defined by the busy, urban nature of Haverstock Hill and the quiet residential streets that branch from it.

10.141 William Gunn House (50 Lawn Road) on the eastern side of the site is considered a positive contributor. It is an historic two-storey building featuring good quality brickwork detailing, a large central window and a slate hipped roof which stands on the site's eastern edge. It is set back from the street edge and in this area two mature trees are located. The Stag public house, on the corner of Fleet Road and Lawn Road, with a typical 19th century public house façade is also another building of particular interest within the site that is considered to be significant with regard to the character and significance of the Mansfield Conservation Area.

10.142 Opportunities to change the bulk and massing of the overall site and built form should be explored to maximise the potential of the site. Improving accessibility and connections within and through the site, through improved public realm, open space networks and urban greening should also be sought.



Question box

Q121. Do you support Policy IDS14? If not, what changes are needed and why?

Q122. Is the boundary shown in Figure 10.14 appropriate in the context of Policy IDS14? If not, what changes are needed and why?

Policy IDS15 – 330 Grays Inn Road

10.143 330 Grays Inn Road (identified in Figure 10.15) is located in the Central Activities Zone near King’s Cross Station. The site is currently occupied by the Royal National Throat, Nose and Ear Hospital, however they are due to relocate to a new centre on Huntley Street at which point the site will potentially become available for redevelopment.

10.144 Proposals for this site will be considered having regard to Policy IDS14, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.145 The site sits within the King’s Cross St. Pancras Conservation Area, with the boundary to the Bloomsbury Conservation Area running along Swinton Street to the south, and contains a number of buildings that are currently identified in the King’s Cross Conservation Area Statement as making a positive contribution to the conservation area. It is important that any future

redevelopment of the site is informed by a robust understanding of the context of the site and the merits of existing buildings and/or collections of buildings. Given the historic context of the site and its contribution to the wider conservation area, proposals for demolition/extension or redevelopment of buildings and/or collections of buildings must be clearly justified and new development must be designed in a way that respects the character of the original building/s, the wider site as a whole and their setting.

10.146 The area surrounding 330 Grays Inn Road is home to a blend of different uses including retail, offices, hotels and housing. The site’s size and location means that it could accommodate a range of different uses which would add to the vibrancy of the surrounding area and support key industries associated with the knowledge economy. There is also the opportunity to make improvements to the public realm and increase the permeability across the site by creating a meaningful pedestrian route and making provision on-site for a pocket park and/or public amenity space.

Site address	330 Grays Inn Road, King’s Cross, WC1X 8DA
Site area (ha)	0.61ha
Proposed uses	Knowledge Quarter uses (including offices), self-contained homes
Indicative housing capacity	130 additional homes

Policy IDS15

330 Grays Inn Road is allocated for a mixed-use development including offices and other uses related to the knowledge and innovation economy, and permanent self-contained homes. Development must:

- Be informed by a robust understanding of the context of the site, including the merits of existing buildings and/or collections of buildings. Proposals for demolition/extension or redevelopment of buildings and/or collections of buildings must be clearly justified and any replacement building/s must be designed in a way that respects the character of the original building/s, the wider site as a whole and their setting
- Improve permeability across the site and the wider area by providing a pedestrian route through the site
- Make provision on-site for pocket park/public amenity space



Figure 10.15: 330 Grays Inn Road Map

Question box

Q123. Do you support Policy IDS15? If not, what changes are needed and why?

Q124. Is the boundary shown in Figure 10.15 appropriate in the context of Policy IDS15? If not, what changes are needed and why?

Policy IDS16 – Belgrove House

10.147 Belgrove House (identified in Figure 10.16) is a three storey building used predominantly for storage purposes (use class B8). It contains retail and post office (A1) and restaurant (A3) uses fronting Euston Road as part of the designated Central London Frontage.

10.148 The site is within the King’s Cross Conservation Area, adjacent to Bloomsbury Conservation Area and surrounded by a number of listed buildings, including Grade I listed King’s Cross Station and St Pancras Chambers. The site frames the designated open spaces, King’s Cross Square to the north and Argyle Square to the south.

Site address	Belgrove House, Belgrove Street, King’s Cross, WC1H 8AA
Site area (ha)	0.4ha
Proposed uses	Knowledge Quarter uses (including offices), self-contained homes
Indicative housing capacity	50 additional homes

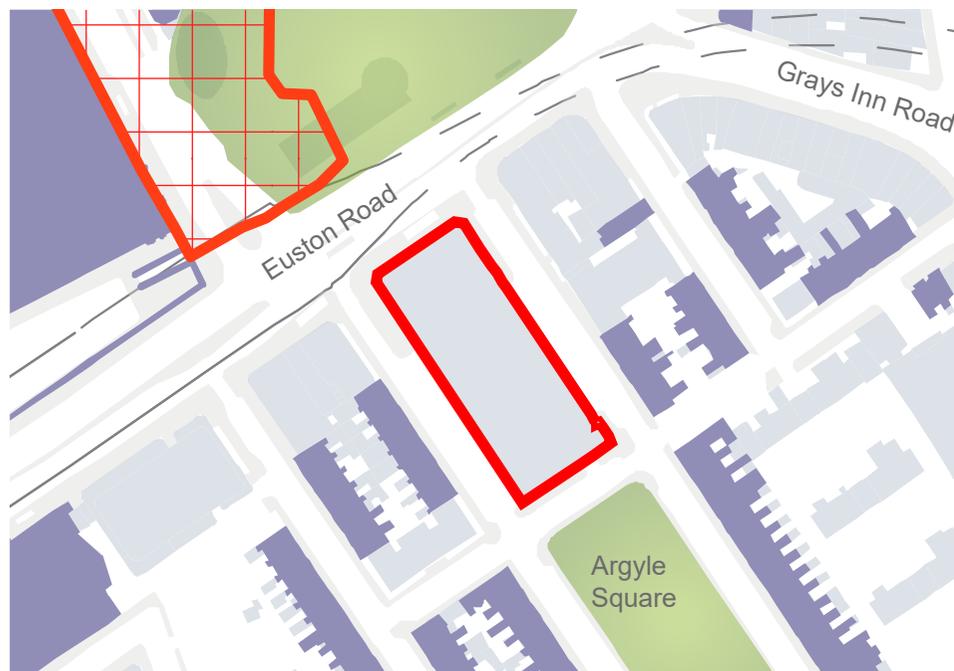


Figure 10.16: Belgrove House Map

Policy IDS16

Belgrove House is allocated for an employment-led mixed-use development, in particular uses related to the knowledge and innovation economy and permanent self-contained homes. Development must:

- Be informed by a robust understanding of the historic context of the site, including the merits of the existing building. Proposals for demolition and redevelopment of Belgrove House will only be considered acceptable if the public benefits of any redevelopment scheme outweigh any heritage harm
- Be of the highest quality design reflecting its prominent location and context including the nationally significant King’s Cross Station and St Pancras Chambers
- Relate appropriately to the openness of King’s Cross Square reflecting its important role in the area
- Transform the relationship between the site and Argyle Square by presenting an inviting entrance on this frontage, locating housing on this part of the site and provide ground floor uses that relate directly to Crestfield Street and Belgrove Street
- Ensure the height, bulk and massing fits appropriately between the larger-scaled buildings and more domestic-scaled properties that form part of the historic environment of Bloomsbury and King’s Cross Conservation Area
- Set the building line back to widen the pavement on Euston Road
- Explore the inclusion of a step-free entrance/exit to King’s Cross underground station to improve connectivity to King’s Cross and St Pancras stations
- Include appropriate public and community benefits which could include provision of flexible affordable space for communities in line with the scale of development and improvements to Argyle Square open space
- Contribute towards public realm enhancement projects, including significant improvements to pedestrian and cycling environments adjacent to the site and new and improved pedestrian crossings on Euston Road.

10.149 Proposals for this site will be considered having regard to Policy IDS16, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

should be for commercial-led mixed-use given its highly accessible location in the Central Activity Zone (CAZ). The site also lies within the heart of the Knowledge Quarter Innovation District and therefore uses to support this will be welcomed, subject to the scheme meeting the objectives of Policy KQ1.

10.150 Development of this site

10.151 The building occupies an entire block and is prominent both in visual terms and importance within the historical context. A robust case must therefore be made if demolition and redevelopment is proposed to justify this within the Conservation Area in accordance with the relevant tests of the NPPF and Local Plan Policy D2. Any redevelopment must deliver substantial public benefits as set out in the KQ1 policy to outweigh any heritage harm.

10.152 Development must be to an exceptional standard of architecture to enhance the setting of the area's rich character, heritage assets including the Grade 1 listed buildings and open spaces. Development must respond appropriately to the scale of the adjoining properties and open spaces. The properties in the general vicinity are three to six storeys (except for the former town hall extension, now Standard Hotel) whilst the properties on Belgrove Street and Crestfield Street are lower in scale, being generally four storeys.

10.153 King's Cross Square is an important civic open space and development will be expected to respect the character of this space, where the sense of openness due to relatively low buildings immediately to the south provides relief from the Euston Road corridor and enhances the setting of the adjacent listed buildings. This character is distinct from further west of the site, where the Standard Hotel and St Pancras Chambers mark a transition in scale from the taller buildings on Euston

Road and the lower buildings and open space that line the southern edge of the King's Cross Square through to the lighthouse building to the east of this site.

10.154 The current building provides long frontages with few windows or doors onto the side streets and to the rear. Development should therefore consider how to improve the relationship with these streets, particularly at ground floor level to create both visual connections and activity.

10.155 Argyle Square is protected under the London Squares Preservation Act 1931 and is a designated public open space, which includes play facilities for the local community. Development offers a significant opportunity to improve the site's relationship with the surrounding streets and the open space, through provision of an entrance on the south of the building together with windows, balconies or opportunities to view into the open space. Development should improve the relationship to the space by supporting more social interaction between the inside of the building and the public realm around it. Consideration should be given to locating the residential element facing towards this frontage to reflect the more residential nature of the square.

10.156 Development must make an appropriate contribution to public open space. As a first consideration this should be on site. Any financial contributions to open space under the

Local Plan policy should contribute to improvements to Argyle Square open space. Any alterations to the open space should not harm the protected trees adjacent to and within Argyle Square. Local open space improvements should be explored with Friends of Argyle Square, local residents, businesses and interest groups.

10.157 Setting back the building line on Euston Road to match the building line of the properties to the west will improve pedestrian movement significantly. The integration of step free London Underground entrance(s) within the site (in conjunction with agreement from London Underground) would enable the removal of the entrance structures in front of Belgrove House and the Megaro Hotel. This would improve the setting of the building and King's Cross Square and would provide more freedom of pedestrian movement in the area.

10.158 The site is within one the most deprived wards in Camden and therefore development will be expected to deliver benefits that make a real improvement to local people's quality of life. The

site is within an identified Central London Frontage and the post office contributes to the local retail role and therefore re-providing or relocating the post office or other community functions, such as genuinely flexible and affordable space for the local community, should be considered.

10.159 Belgrove and Crestfield Street currently have low levels of traffic, servicing and parking. Efforts should be made to capitalise on this and enhance the environment for pedestrians and cyclists and improve community safety on these roads, which can also assist in improving linkages to Argyle Square as an attractive green space in the area.

10.160 Opportunities to deliver a direct pedestrian crossing across Euston Road on the east arm of the Belgrove Street junction would be welcomed, and should be investigated in consultation with Transport for London, alongside the relocation of the tube entrances.

.....

• Question box

• Q125. Do you support Policy IDS16? If not, what changes are needed and why?

• Q126. Is the boundary shown in Figure 10.16 appropriate in the context of Policy IDS16? If not, what changes are needed and why?

.....

Policy IDS17 – Former Thameslink Station

10.161 This site (identified in Figure 10.17) was a former Thameslink station entrance and now houses a ticket office and entrance to the London Underground. The site lies in the King's Cross Conservation Area and is currently occupied by a single storey building of low architectural merit, with a glazed façade and is set back from the building line. To the rear of the site are railway tracks.

10.162 The site is in between the Grade II, three storey 'Big Chill' late night music venue at 257-259 Pentonville Rd and the Scala, the music venue and snooker hall at the corner of Grays Inn Road and Pentonville Road. The Scala is identified as a positive contributor to the King's Cross Conservation Area and together with the nearby lighthouse building are considered to be local landmarks in the area.

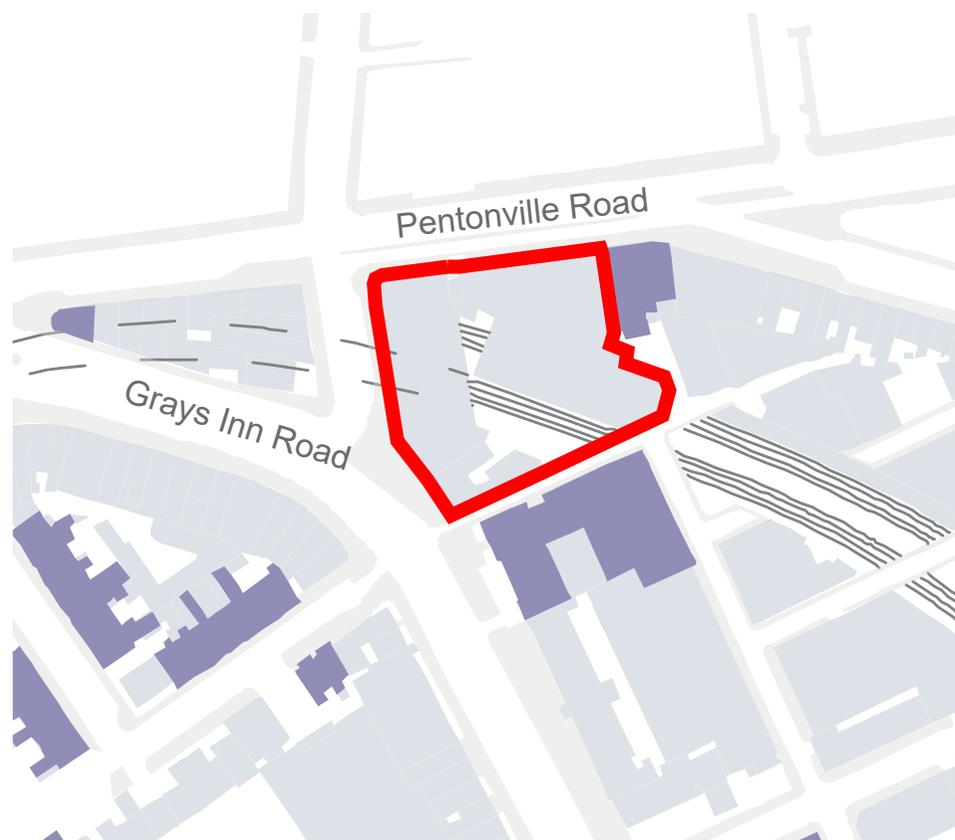


Figure 10.17: Former Thameslink Station Map

Policy IDS17

The former Thameslink station on Pentonville Road is allocated for an employment-led mixed-use development including uses supporting the knowledge economy and permanent self-contained homes. Development must:

- Include an entrance / exit and ticketing area for the London Underground station
- Demonstrate that an acceptable level of amenity can be achieved to housing occupiers given the adjacent late night uses, train tracks to the rear of the site and busy nature of Pentonville Road
- Ensure that any housing provided would not harm the operation of the adjacent late night venues and be designed in line with the agent of change principle
- Ensure the height respects the adjacent listed building and the Scala as a positive contributor to the conservation area
- Include an improved relationship with the street through an active frontage.

10.163 The site is considered suitable for redevelopment to infill the gap in the street scene and to make more efficient use of land in this Central London frontage and Central Activities Zone (CAZ) location.

10.164 Development should include employment uses and could support small to medium enterprises connected to the knowledge economy due to its location within the heart of the Knowledge Quarter.

10.165 An entrance / exit and ticketing area to the underground station must be retained, although this can be remodelled subject to meeting relevant Transport for London standards. The relationship to the adjacent bus stops should also be carefully considered to minimise any impact.

10.166 Any redevelopment delivering more than 200 square meters additional floor space will generate a requirement for additional permanent self-contained housing on the basis of the Local Plan mixed-use policy in this Central London location.

10.167 The Council will carefully consider whether self-contained housing would be compatible with the two nearby late night uses. Applicants will need to clearly demonstrate that development could achieve acceptable levels of amenity for the occupiers of any housing at this location. Given the potential constraints it may not be possible to deliver acceptable housing use on site and if this is demonstrated, no on-site housing will be sought

10.168 It is essential that new uses, particularly housing, do not have a detrimental impact on the operation of the venues. In line with the agent of change principle, the party responsible for a change should also be responsible for managing the impact of that change, proposals must include noise mitigation measures to ensure that the ability of existing premises to operate effectively is not adversely affected with the applicant of any scheme responsible for any mitigation costs.

10.169 This is an important site in visual terms and any design needs to respond positively to the adjacent heritage assets. Any additional height must not dominate the view of the Scala when viewed from the wider vantage points in the surrounding area including King's Cross Square.



Site address	Former Thameslink station, 271- 273 Pentonville Road, King's Cross, N1 9NL
Site area (ha)	0.07ha
Proposed uses	Knowledge Quarter uses (including offices), self-contained homes
Indicative housing capacity	12 additional homes– subject to demonstrating site is suitable for housing use

Question box

Q127. Do you support Policy IDS17? If not, what changes are needed and why?

Q128. Is the boundary shown in Figure 10.17 appropriate in the context of Policy IDS17? If not, what changes are needed and why?

Policy IDS18 – Land bounded by Pakenham Street and Wren

10.170 The Land bounded by Pakenham and Wren Street site (shown in Figure 10.18) is located to the south of Euston Road and on the north side of Grays Inn Road.

10.171 The site is within the Knowledge Quarter Innovation District and the Central Activities Zone. This area is heavily built up and contains a mix of different uses including offices, retail, hotels and housing. Major development is taking place opposite at the Mount Pleasant Sorting Office and a significant health and academic scheme has been approved to the west at the Eastman’s Dental Hospital site.

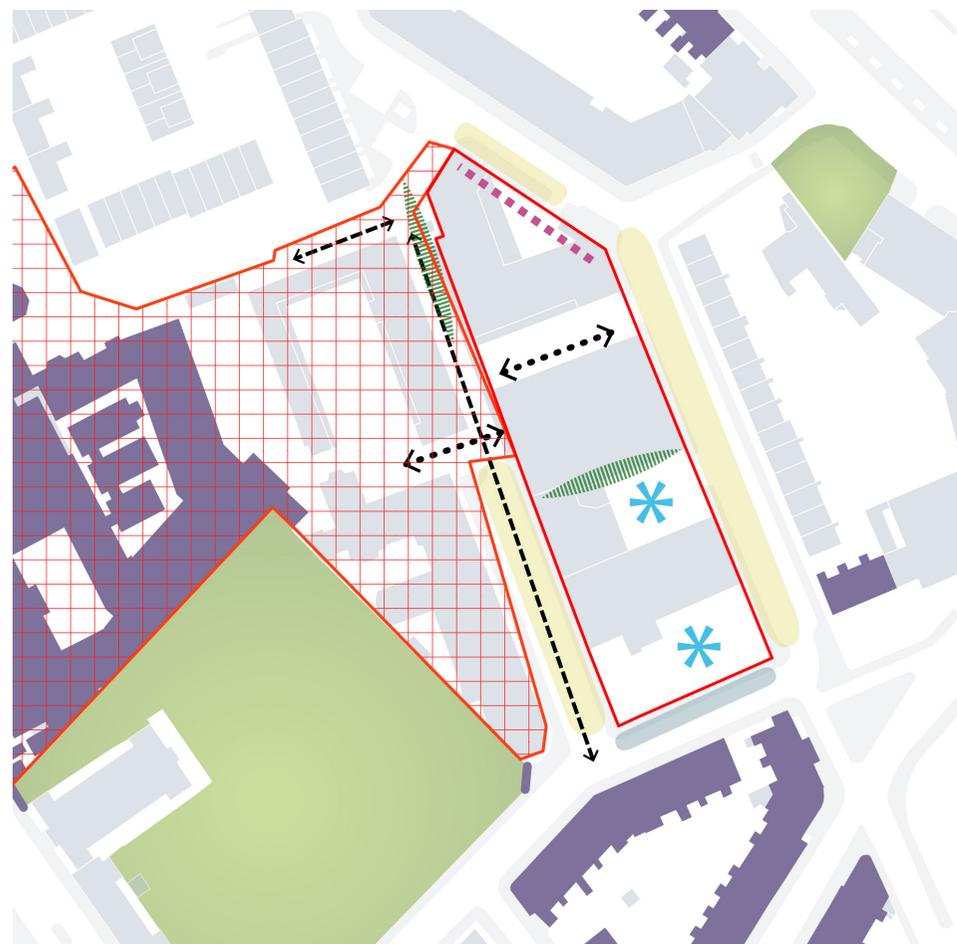


Figure 10.18: Land bounded by Pakenham Street and Wren Street Map

Policy IDS18

The Land bounded by Pakenham Street and Wren Street is allocated for a mixed-use development including education, commercial and self-contained homes. Development must:

- Consider local educational needs and make provision for educational use if required. If the educational use is not currently required to meet existing needs then the development proposal must seek to ensure that part of the site could be used as school/educational floorspace if local needs change
- Be informed by a robust understanding of the historic context of the site and the merits of existing buildings including 23-24 Pakenham Street and 21 Wren Street
- Improve permeability across the site and the wider area by creating an east-west route through the site

Site address	22-24 Pakenham Street and 21 Wren Street
Site area (ha)	0.44ha
Proposed uses	Education, self-contained homes and Knowledge Quarter uses (including offices)
Indicative housing capacity	70 additional homes



10.172 Proposals for this site will be considered having regard to Policy IDS18, all relevant development plan policies and any other relevant material considerations

10.173 The site is currently occupied by a number of small businesses, including printing, graphic design, video graphics, light manufacturing and offices. The site size and location means that there is an opportunity to reprovide/intensify the commercial floorspace and include floorspace for other uses such as new homes.

10.174 This site has been allocated as a potential site for a new secondary school. However at the time of writing the most recent set of pupil place projections for Camden indicate that there is no current need for a new secondary school in this location. Projections are updated regularly, as such it is important that the educational needs are considered in full when the proposal is submitted to the Council for consideration.

10.175 If there is no need for educational floorspace when the proposal is submitted then consideration should still be given during the design stage as to how parts of the site could be used to provide educational floorspace in the future if local needs change. Examples of how this could be achieved include, but are not necessarily limited to, the use of flexible floorplates, temporary buildings, useable roof spaces, and the provision of meanwhile/temporary

uses linked to an educational needs review mechanism. Safeguarding the potential use of the site for educational purposes is important because sites of this size and nature are in increasingly short supply in Central London and pupil place projections can and are likely to change over time as a result of urban intensification and changes in population mix.

10.176 The Bloomsbury Conservation Area is immediately to the south and east of the site, the boundary of which runs along part of the frontage of the site that is bounded by Pakenham Street, Wren Street and Langton Close. 23-24 Pakenham Street, 21 Wren Street and the boundary wall are locally listed and considered to be of architectural, historical and townscape significance. The design of any development proposal would need to retain and reuse buildings of significant townscape value.

10.177 Opportunities exist to improve pedestrian and cycle routes and the public realm around the site. Redevelopment should be used to break down the large size of this block to introduce some east-west permeability and link into other routes and spaces being created through redevelopment happening to the west.



Question box

Q129. Do you support Policy IDS18? If not, what changes are needed and why?

Q130. Is the boundary shown in Figure 10.18 appropriate in the context of Policy IDS17? If not, what changes are needed and why?

Policy IDS19 - Land to the rear of the British Library

10.178 The land to the rear of the British Library site (identified in Figure 10.19) is located at the heart of the Knowledge Quarter Innovation District, between the British Library, the Francis Crick Institute and close to Central Somers Town and the King's Cross Central development site. Part of the site is occupied by the British Library Conservation Centre. The Centre houses state-of-

the-art book conservation studios and sound preservation studios, together with facilities for an extensive training and public outreach programme.

10.179 The site benefits from excellent public transport links and is adjacent to the national and international rail gateways of King's Cross and St Pancras stations.

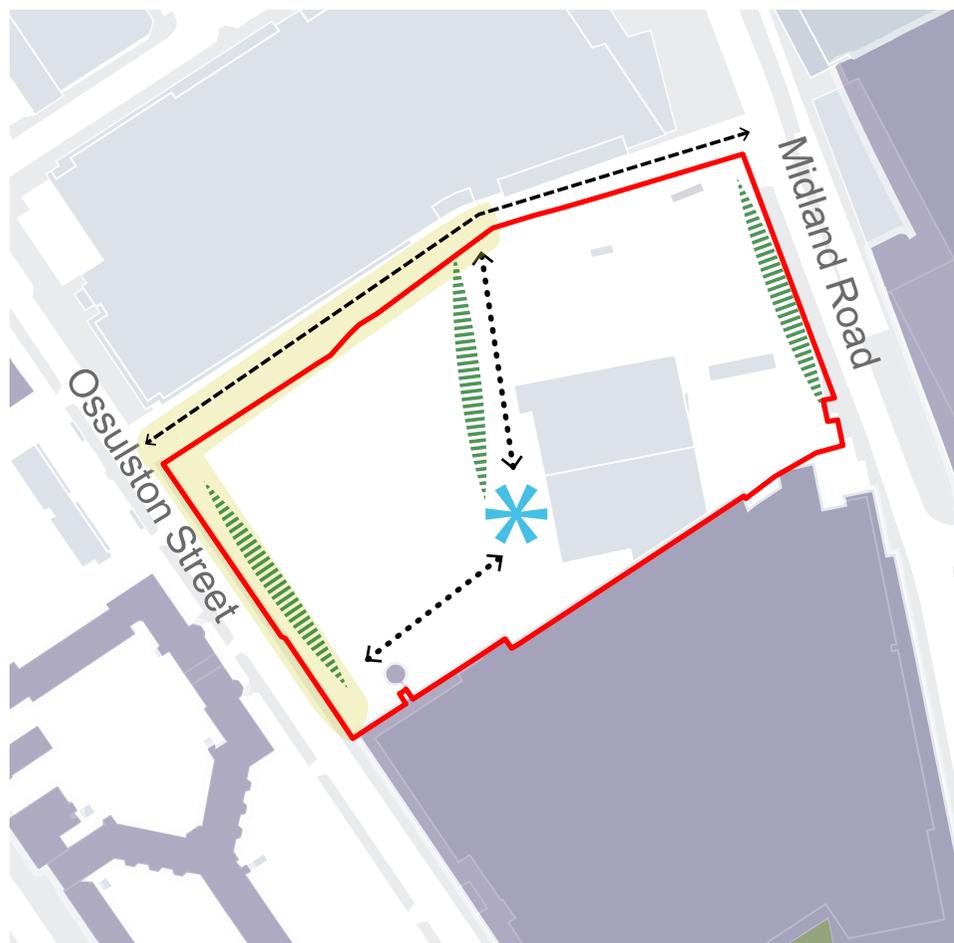


Figure 10.19: Land to the rear of the British Library Map

Policy IDS19

Land to the rear of the British Library is allocated for a mixed use development that complements and supports the expansion plans and future service needs of the British Library, including cultural, commercial and community uses and in particular uses related to the knowledge and innovation economy. Development must:

- Be welcoming, outward facing and socially inclusive by inviting a diverse range of visitors in and encouraging them to feel a sense of pride and ownership over the community spaces within it
- Be of exceptional design quality reflecting the site's prominent and internationally significant location and historic context. Appropriate consideration should be given to the impact of development on existing buildings on the site.
- Ensure that the main entrance to the public library facilities are visible from the St Pancras Station entrance on Midland Road. Additional entrances from Ossulston Street should be provided to support links to and public access from communities on all sides.
- Make provision for a range of measures that provide strong social value from the development including flexible community space/s that could be used for meetings, social enterprise, informal training and learning, pop-up cafes/shops and exhibitions, for example.
- Explore opportunities to provide a public facing hub/learning/employment/resource centre for the Knowledge Quarter Innovation District
- Maximise opportunities for integrating green infrastructure into the fabric of the development. A range of inclusive, easily-accessible public open and green spaces that provide opportunities for everyone to relax, reflect and play should be included. Consideration should be given to how roof spaces can support this role and provide a public asset
- Complement, expand and enhance the role of Dangoor Walk as a pedestrian/cycle route. Create new routes and spaces through the site to make it a more inclusive part of the city and integrate it into the local area
- Ensure that the site is served by a single service access via Midland Road
- Contribute towards the provision of permanent self-contained homes
- Ensure that Crossrail 2 infrastructure is incorporated into the design in a manner which responds positively to the public realm

10.180 Proposals for this site will be considered having regard to Policy IDS19, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

10.181 The British Library is the national library of the United Kingdom and gives access to the world's most comprehensive research collection. The British Library St Pancras campus is used by over 1.5 million people each year and is much-loved as a space for research, inspiration and enjoyment. In 2015 the British Library launched its 'Living Knowledge' strategy setting out the Library's ambitions for growth, innovation and development between 2015 and 2023. This strategy identifies a number of key priorities based on six themes (custodianship; research; business; culture; learning; and international).

10.182 Development on the land to the rear of the British Library has the opportunity to dramatically enhance the visitor experience at the St Pancras campus and help deliver several of the priorities set out in the Library's 'Living Knowledge' strategy including:

- Ensuring that on-site facilities and services keep pace with the changing needs of researchers

- Developing the St Pancras campus to maximise its potential for knowledge exchange and innovation at the heart of the Knowledge Quarter
- Growing the profile, diversity and creative impact of the Library's cultural activities
- Improving and expanding on-site capacity to grow the number of school students, young people, families and local communities able to engage with the collection

10.183 The site is in a highly accessible, prominent location at the edge of the Central Activity Zone and is surrounded by a variety of different uses including cultural, commercial, educational/research, retail and residential. The size of the site and its location mean that there is an opportunity for development to bring forward a range of different activities linked to the British Library and the knowledge and innovation economy including cultural, commercial and community uses.

Site address	Land to the rear of the British Library
Site area (ha)	1.42ha
Proposed uses	Cultural, Knowledge Quarter uses



10.184 The Camden Local Plan 2017 states that development involving the creation of additional non-residential floorspace in this location generates a requirement to provide permanent self-contained homes. It also supports the investment plans of educational and research bodies in expanding and enhancing operations and the development of the Knowledge Quarter around Euston and King's Cross. The proposed nature and balance of acceptable uses and the extent of any housing requirements on-site (or alternatively off-site) will be considered in the light of competing land use needs, other priorities and relevant policy criteria, including the extent to which proposals are publicly funded and support the investment plans and operational needs of the British Library.

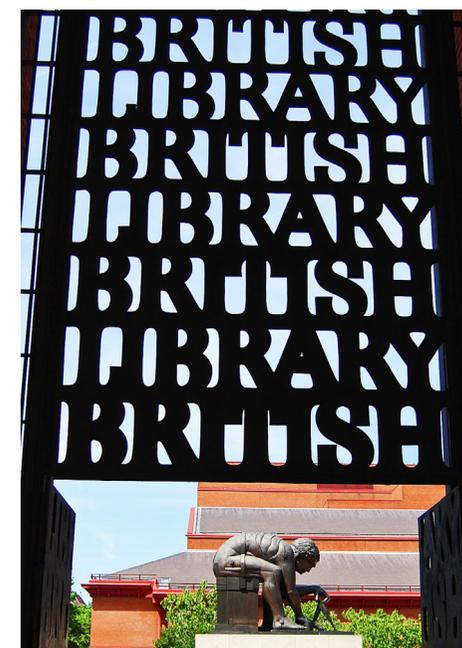
10.185 The site falls within a strategic viewing corridor and lies within the King's Cross/St Pancras Conservation Area with a number of listed buildings in close proximity: St Pancras Station (Grade I), British Library (Grade I) and Levita and Chamberlain House (Grade II). The British Library was designed by architect Sir Colin St John Wilson and is the largest UK public building to be built in the 20th century. The building achieved Grade I listing status from Historic England in 2015.

10.186 It is important that development proposals embrace the site's prominent and internationally significant location and use the surrounding historic context to help

create a development of exceptional design quality that combines innovative architectural approaches with welcoming and inclusive open spaces, informal play opportunities and a high quality public realm. Development should be responsive to each of the different urban conditions on its public boundaries. Development should also use green infrastructure measures to promote the essential value of the natural environment and its role in prosperity, health and wellbeing. This can contribute to drawing people into the site and make the site an inviting, healthy and attractive part of the city environment.

10.187 Dangoor Walk is a key pedestrian and cycle route which runs along the south side of the Francis Crick Institute, connecting Midland Road and Ossulston Street, on the pedestrian route between Euston and King's Cross St Pancras stations. Development proposals must ensure that they complement Dangoor Walk and enhance its role through providing more opportunities for site users to overlook and interact with the route. New routes across the site should make it feel like an inclusive part of the city and help to integrate the development with the surrounding area. It is important that essential infrastructure needed to support Crossrail 2 is considered as an integral part of the overall design early on in the process so that it contributes positively to the public realm and the new routes and spaces across the site.

10.188 The site will be expected to provide a range of social value measures to the surrounding area, in particular to encompass the local communities in Somers Town. Community Benefits supported and facilitated by the development of the site should be led by a shared vision for delivering social value, which should include but not be limited to: a flexible community space; a British Library community fund; affordable workspace and a public-facing knowledge quarter resource and outreach centre.



Question box

Q131. Do you support Policy IDS19? If not, what changes are needed and why?

Q132. Is the boundary shown in Figure 10.19 appropriate in the context of Policy IDS19? If not, what changes are needed and why?

Policy IDS20 – Other Development Sites

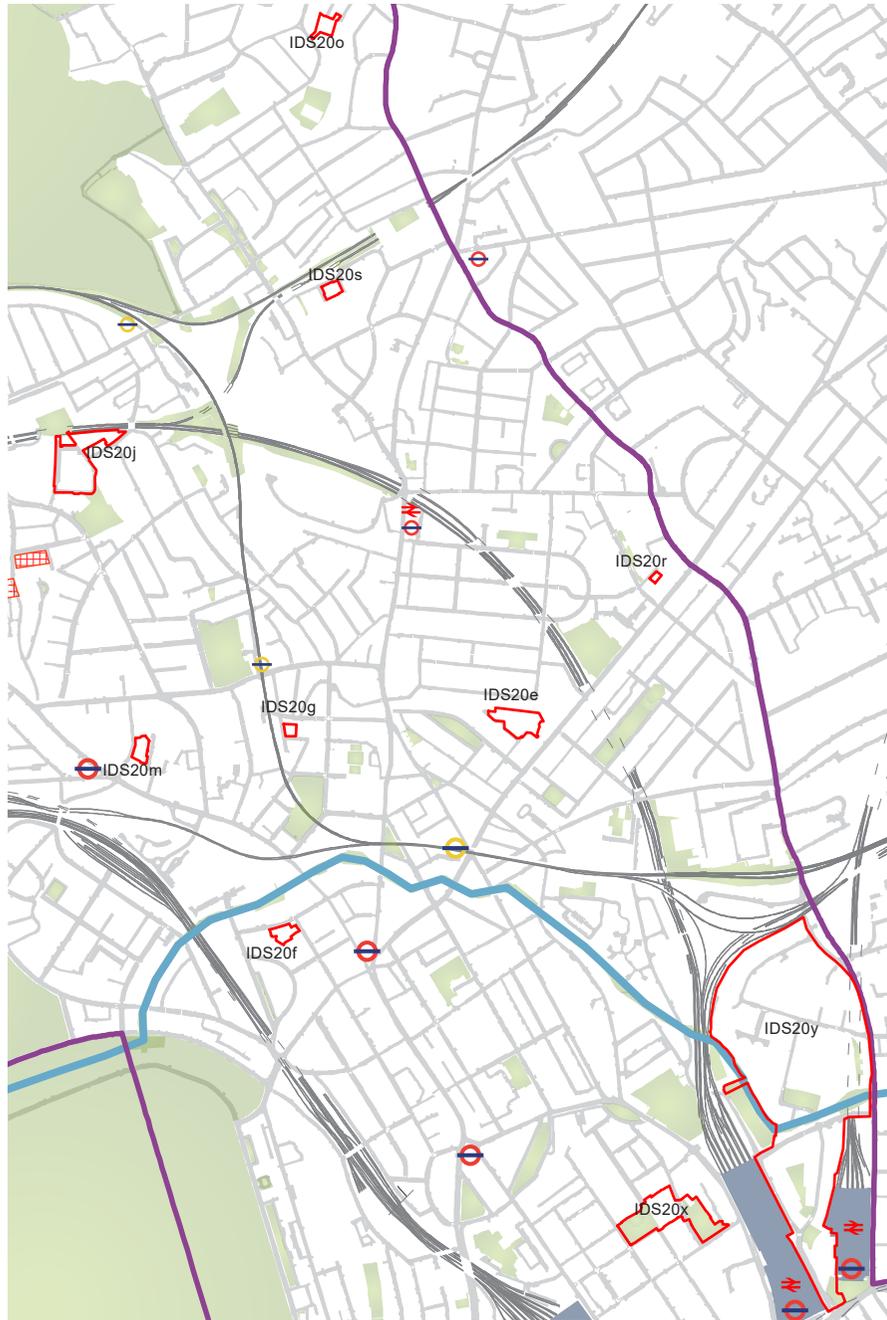


Figure 10.20: Other Development Sites (East) Map

Policy IDS20

Sites identified in Figure 10.23 will be safeguarded for the use(s) for which they have been allocated

10.189 Within Camden there are a number of other development sites not included within designated growth areas. These sites are listed in Figure 10.23. We consider that Policies KQ1 (where applicable), relevant made neighbourhood plans and the Camden Local Plan 2017 provide a robust basis for considering proposals for development in these locations. As such the Plan does not include a detailed allocation policy for these sites and seeks to allocate them through Policy IDS20.

10.190 Proposals for sites identified in Figure 10.23 will be considered having regard to any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.



Figure 10.21: Other Development Sites (West) Map

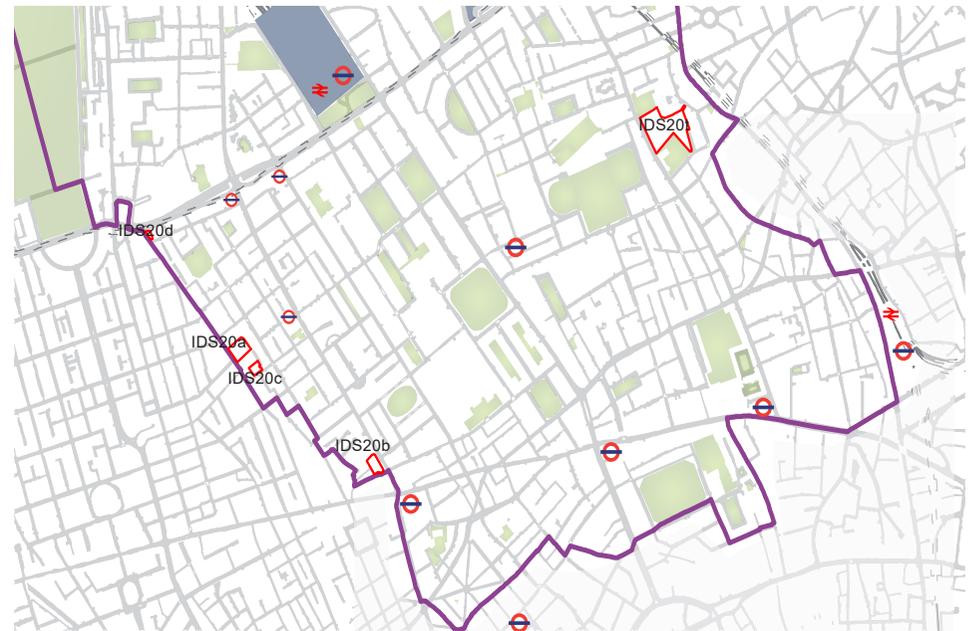


Figure 10.22: Other Development Sites (South) Map

Figure 10.23 – Other development sites in Camden

Allocation Reference	Site Name	Proposed uses	Indicative Housing Capacity
IDS20a	Middlesex Hospital Annex - 44 Cleveland Street	Self-contained homes, Health	50 additional homes
IDS20b	1-5 Hanway Place and 6-17 Tottenham Court Road	Retail, Commercial Self-contained homes	15 additional homes
IDS20c	Arthur Stanley House - 44-50 Tottenham Street	Self-contained homesHealth	10 additional homes
IDS20d	Cambridge House	Lecture facility (D1)	0
IDS20e	Ifor Evans Halls of Residence, 109 Camden Road	Housing (Student accommodation)	300 additional student units
IDS20f	Jamestown / Arlington Road depot	Light industrial, depot, self-contained homes	40 additional homes
IDS20g	Lot 1 Hadley Street	Self-contained homes	10 additional homes
IDS20h	BP Petrol Station, 104A Finchley Road	Self-contained homes, offices	25 additional homes
IDS20i	Branch Hill	Self-contained homes	25 additional homes
IDS20j	113a, 115 and 117 Wellesley Road - Bacton Low Rise	Self-contained homes	213 additional homes (314 total)
IDS20k	Queen Marys House, 124 Heath St	Self-contained homes	150 additional homes
IDS20l	Hampstead Delivery Office, Shepherd's Walk	Self-contained homes	45 additional homes
IDS20m	Former Charlie Ratchford Centre	Self-contained homes	124 additional homes
IDS20n	Land at Grafton Terrace and Maitland Park Villas	Self-contained homes, community	112 additional homes
IDS20o	Highgate New Town Community Centre	Community, self-contained homes	39 additional homes

IDS20p	246-248 Kilburn High Road	Self-contained homes	27 additional homes
IDS20q	Abbey Co-Op Housing Site, Casterbridge and Snowman House	Self-contained homes	141 additional homes
IDS20r	1 Hampshire Street	Self-contained homes	16 additional homes
IDS20s	11-12 Ingestre Road	Housing (assisted living)	50 additional assisted living units
IDS20t	Eastman Dental Clinic	Health Housing (Student accommodation)	TBC
IDS20u	52 Avenue Road	Self-contained homes	20 additional homes
IDS20v	100 Avenue Road	Self-contained homes	184 additional homes
IDS20w	Barrie House, 29 St Edmund's Terrace	Self-contained homes	15 additional homes
IDS20x	Central Somers Town – Edith Neville Primary School, Polygon Road Open Space and Purchase Street Open Space	Community, self-contained homes	153 additional homes
IDS20y	King's Cross Central	Knowledge Quarter uses, self-contained homes, community	781 additional homes
IDS20z	Liddell Road Industrial Estate	Self-contained homes, light industrial	106 additional homes

Question box

Q133. Do you support Policy IDS20? If not, what changes are needed and why?

Q134. Are the boundaries shown in Figure 10.20, 10.21 and 10.22 appropriate in the context of Policy IDS20? If not, what changes are needed and why?





Appendices

APPENDIX 1 – List of all sites considered for potential inclusion in the Site Allocations Plan

DEVELOPMENT AREAS AND SITES INCLUDED IN THE SITE ALLOCATIONS LOCAL PLAN

Knowledge Quarter Innovation District

SALP Policy Ref	
Policy KQ1	Knowledge Quarter Innovation District Policy – This policy will apply to all major development sites for commercial, research and/or learning uses within the innovation district including sites listed in the individual development site section of the Site Allocations Local Plan and any new windfall sites.

Bloomsbury Campus Area

SALP Policy Ref	Site name	Ward	Site identification source/s
Policy BC1	Bloomsbury Campus Area Policy – This policy will apply to all major development sites within the Bloomsbury Campus Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan		
Policy BC2	Birkbeck College, Malet Street	Bloomsbury	Major site ¹
	Senate House (NE quadrant)		Current Site Allocation
	20 Russell Square		Nominated by a Council officer

Camden Goods Yard

SALP Policy Ref	Site name	Ward	Site identification source/s
Policy CGY1	Camden Goods Yard Area Policy – This policy will apply to all major development sites within the Camden Goods Yard Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan.		
Policy CGY2	Morrisons Supermarket	Camden Town with Primrose Hill	Major site
Policy CGY3	Morrisons Petrol Filling Station		Major site
Policy CGY4	100 Chalk Farm Road		London SHLAA ² and Major site
Policy CGY5	Juniper Crescent		Nominated by a Council officer
Policy CGY6	Network Rail at Juniper Crescent		Nominated in the 2018 Call for Sitesw
Policy CGY7	Gilbey's Yard		Nominated by a Council officer
Policy CGY8	Camden Lock Market		Major site

Camley Street and St Pancras Way Area

SALP Policy Ref	Site Name	Ward	Site Identification Source/s
Policy CPS1	Camley Street and St Pancras Way Area Policy – This policy will apply to all major development sites within the Camley Street and St Pancras Way Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan.		
Policy CPS2	120-136 Camley Street	St Pancras & Somers Town	London SHLAA and CIP ³
Policy CPS3	104-114 Camley Street and Cedar Way Industrial Estate		London SHLAA, CIP and nominated in the 2018 Call for Sites (HS2 land)
Policy CPS4	Parcelforce Site		Current Site Allocation and Major site
Policy CPS5	St. Pancras Hospital		Current Site Allocation, London SHLAA and nominated in the 2018 Call for Sites
Policy CPS6	Shorebase Access Site		Nominated in the 2018 Call for Sites
Policy CPS7	Agar Grove Estate		London SHLAA and Major site
	Bangor Wharf		Current Site Allocation, London SHLAA and Major site
	St. Pancras Commercial Centre	London SHLAA and Major site	
	Ugly Brown Building	London SHLAA and Major site	

Holborn and Covent Garden Area

SALP Policy Ref	Site Name	Ward	Site Identification Source
Policy HCG1	Holborn and Covent Garden Area Policy – This policy will apply to all major development sites within the Holborn and Covent Garden Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan.		

SALP Policy Ref	Site Name	Ward	Site Identification Source
Policy HCG2	Former Central St Martins	Holborn and Covent Garden	Current Site Allocation, London SHLAA and nominated in the 2018 Call for Sites
Policy HCG3	1 Museum Street		Major site
Policy HCG4	135-149 Shaftesbury Avenue		Major site
Policy HCG5	Tybalds Estate		Major site
	294-295 High Holborn		Major site
	Panther House		Major site
	Castlewood House and Medius House		Major site
	8-10 Southampton Row		Major site
	60-67 Short's Gardens & 14-16 Betterton Street		Major site
	GOSH Masterplan		Major site
	Holborn Library and Cockpit Yard		London SHLAA and CIP
Hand Court, 50-57 High Holborn	Current Site Allocation, London SHLAA and Major site		
18 Vine Hill and 15-29 Eyre Street Hill	Major site and nominated in the 2018 Call for Sites		

Kentish Town Area

SALP Policy Ref	Site Name	Ward	Site Identification Source
Policy KT1	Kentish Town Area Policy – This policy will apply to all major development sites within the Kentish Town Area including sites listed in this table and any new wind-fall sites that have not been identified in the Site Allocations Local Plan.		
Policy KT2	Regis Road Growth Area	Kentish Town	London SHLAA
Policy KT3	Murphy Site		Major site
Policy KT4	Kentish Town Police Station		Current Site Allocation, identified in a Neighbourhood Plan and nominated in the 2018 Call for Sites
Policy KT5	369-377 Kentish Town Road		Major site
Policy KT6	Kentish Town Fire Station		Current Site Allocation and identified in a Neighbourhood Plan
Policy KT7	Highgate Centre		Major site

West Hampstead Interchange

SALP Policy Ref	Site Name	Ward	Site Identification Source/s
Policy WHI1	West Hampstead Interchange Area Policy – This policy will apply to all major development sites within the West Hampstead Interchange Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan.		
Policy WHI2	O2 Centre, carpark and car show-room sites	West Hampstead	Current Site Allocation, London SHLAA, nominated in the 2018 Call for Sites and Major site
Policy WHI3	13 Blackburn Road		Identified in a Neighbourhood Plan and Major site
Policy WHI4	188-190 Iverson Road		London SHLAA and nominated in the 2018 Call for Sites
Policy WHI5	Land at Midland Crescent		London SHLAA, identified in a Neighbourhood Plan and Major site
	156 West End Lane		Current Site Allocation and nominated in the 2018 Call for Sites

Individual Development Sites

SALP Policy Ref	Site Name	Ward	Site Identification Source/s
Policy IDS1	Network Building	Bloomsbury	Identified in the Fitzrovia AAP and nominated in the 2018 Call for Sites
Policy IDS2	Tottenham Mews Day Hospital	Bloomsbury	Identified in the Fitzrovia AAP
Policy IDS3	Central Cross	Bloomsbury	Identified in the Fitzrovia AAP
Policy IDS4	85 Camden Road	Canteloves	Nominated in the 2018 Call for Sites
Policy IDS5	Shirley House	Camden Town with Primrose Hill	Major site
Policy IDS6	Camden Town Station	Camden Town with Primrose Hill	London SHLAA
Policy IDS7	Buck Street Market	Camden Town with Primrose Hill	Major site
Policy IDS8	Grand Union House	Camden Town with Primrose Hill	Major site
Policy IDS9	202-204 Finchley Road	Frognaal and Fitzjohns	Nominated in the 2018 Call for Sites
Policy IDS10	Gondar Gardens	Fortune Green	Major site
Policy IDS11	Wendling Estate	Gospel Oak	CIP
Policy IDS12	Mansfield Bowling Club	Hampstead Town	Major site
Policy IDS13	West Kentish Town Estate	Haverstock	CIP

SALP Policy Ref	Site Name	Ward	Site Identification Source/s
Policy IDS14	Royal Free	Haverstock	Major site
Policy IDS15	330 Grays Inn Road	King's Cross	Nominated in the 2018 Call for Sites and Major site
Policy IDS16	Belgrove House	King's Cross	Nominated in the 2018 Call for Sites and Major site
Policy IDS17	Thameslink, Pentonville Road	King's Cross	Nominated in the 2018 Call for Sites
Policy IDS18	Land at Pakenham Street	King's Cross	Current Site Allocation
Policy IDS19	Land to the rear of the British Library	St Pancras & Somers Town	Current Site Allocation, nominated in the 2018 Call for Sites and Major site
Policy IDS20	Middlesex Hospital Annex – 44 Cleveland Street	Bloomsbury	Identified in the Fitzrovia AAP, London SHLAA, Major site
	1-5 Hanway Place and 6-17 Tottenham Court Road	Bloomsbury	Identified in the Fitzrovia AAP and London SHLAA
	Arthur Stanley House – 44-50 Tottenham Street	Bloomsbury	Identified in the Fitzrovia AAP and Major site
	Cambridge House	Bloomsbury	Major site
	Ifor Evans Halls of Residence, 109 Camden Road	Canteloves	Nominated by a Council officer
	Jamestown/Arlington Road Depot	Camden Town with Primrose Hill	Nominated by a Council officer
	Lot 1 Hadley Street	Camden Town with Primrose Hill	Nominated by a Council officer
	BP Petrol Station, 104A Finchley Road	Frognal and Fitzjohns	Major site
	Branch Hill House	Frognal and Fitzjohns	Major site
	113a, 115 and 117 Wellesley Road – Bacton Low Rise	Gospel Oak	CIP
	Queen Marys House, 124 Heath Street	Hampstead Town	Major site
	Hampstead Delivery Office, Shepherd's Walk	Hampstead Town	London SHLAA
	Former Charlie Ratchford Centre	Haverstock	Major site
	Land at Grafton Terrace and Maitland Park Villas	Haverstock	London SHLAA and Major site

	Highgate New Town Community Centre	Highgate	CIP
	246-248 Kilburn High Road	Kilburn	Major site
	Abbey Co-Op Housing Site, Cast-erbridge and Snowman House	Kilburn	Nominated in the 2018 Call for Sites and Major site
	1 Hampshire Street	Kentish Town	Identified in a Neighbourhood Plan and Major site
	11-12 Ingestre Road	Kentish Town	Major site
	Eastman Dental Clinic	King's Cross	Nominated in the 2018 Call for Sites and Major site
	52 Avenue Road	Swiss Cottage	Nominated in the 2018 Call for Sites
	100 Avenue Road	Swiss Cottage	Major site
	Barrie House, 29 St Edmund's Terrace	Swiss Cottage	Major site
	Central Somers Town	St Pancras & Somers Town	CIP
	King's Cross Central	St Pancras & Somers Town	Current Site Allocation, London SHLAA, Major site
	Liddell Road Industrial Estate	West Hampstead	Identified in a Neighbourhood Plan and London SHLAA

SITES NOT INCLUDED IN THE SITE ALLOCATIONS LOCAL PLAN

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
BB06	Saatchi Block	Bloomsbury	Identified in the Fitzrovia AAP and London SHLAA,	Under construction/ advanced construction stage
BB12	27 Gordon Square and 15 Gordon Street	Bloomsbury	Current Site Allocation	Recently developed
BB13	20-22 Gordon Street / Wates House	Bloomsbury	Current Site Allocation	Recently developed
BB14	61 - 63 Tottenham Court Road & 1-7 and 11-13 Goodge Street	Bloomsbury	Identified in the Fitzrovia AAP	Recently developed
BB15	Astor College, 99 Charlotte Street	Bloomsbury	Identified in the Fitzrovia AAP	Under construction/ advanced construction stage
BB16	Royal Ear Hospital and Medical Students Union Huntley Street	Bloomsbury	Identified in the Fitzrovia AAP	Under construction/ advanced construction stage
BB17	Rosenheim Building Grafton Way	Bloomsbury	Identified in the Fitzrovia AAP	Under construction/ advanced construction stage
BB18	Odeon Site Grafton Way	Bloomsbury	Identified in the Fitzrovia AAP	Under construction/ advanced construction stage
C01	CIP - Maiden Lane Estate	Cantelowes	London SHLAA	Recently developed
C02	79 Camden Road	Cantelowes	London SHLAA	Recently developed
C03	196-206 Camden Road NW1 9HG	Cantelowes	London SHLAA	Unlikely to become available
C05	Hammond Street depot	Cantelowes	CIP, Nominated by a Council officer	Limited development potential ¹
C06	r/o 142 Camden Road	Cantelowes	Nominated by a Council officer	Limited development potential
CTPH01	Centric Close, Oval Road	Camden Town with Primrose Hill	London SHLAA and Major site	Under construction/ advanced construction stage
CTPH02	Utopia Village, 7 Chalcot Road	Camden Town with Primrose Hill	London SHLAA	Substantive policy/environmental constraint
CTPH03	Hawley Wharf Chalk Farm Road NW1 8QU	Camden Town with Primrose Hill	London SHLAA	Under construction/ advanced construction stage
CTPH12	44 - 44a Gloucester Avenue and R/O 46-50 Gloucester Avenue	Camden Town with Primrose Hill	London SHLAA and Major site	Under construction/ advanced construction stage
CTPH13	57-71 Pratt Street, 10-15 Georgiana Street and Royal College Street	Camden Town with Primrose Hill	Current Site Allocation and London SHLAA	Unlikely to become available
CTPH17	Primrose hill workshops, Oppidans Road	Camden Town with Primrose Hill	Nominated by a Council officer	Unlikely to become available

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
CTPH18	Camden Road Juniper Crescent	Camden Town with Primrose Hill	Major site	Duplicate site – see Policy CGY06
FF01	King's College London Kidderpore Avenue Hampstead Residence	Frognaal & Fitzjohns	London SHLAA	Under construction/ advanced construction stage
FF04	Holy Trinity Church Finchley Road	Frognaal & Fitzjohns	Major site	Limited development potential
FF05	252 Finchley Road	Frognaal & Fitzjohns	Major site	Under construction/ advanced construction stage
FF06	328-338 Finchley Road	Frognaal & Fitzjohns	London SHLAA	Under construction/ advanced construction stage
FF07	Heath Park Gardens, Templewood Avenue	Frognaal & Fitzjohns	London SHLAA	Unlikely to become available
FF11	Meridian House, 202 Finchley Road	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Duplicate site see Policy IDS9
FF12	Conrad Court, 27 Redington Gardens	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF13	1 Platt's Lane	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF14	Garages (8) on southside of Frognaal Lane	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF15	Garages to R/O 27A Frognaal	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF16	Hampstead Gate, 1A Frognaal NW3 6AL (offices)	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Unlikely to become available
FF17	R/O 166-200A Finchley Road, adjacent to Hampstead Gate	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF18	282-284 Finchley Road	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan and Major site	Limited development potential
FF19	Garages adjacent to 30 Redington Road	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF20	Kidderpore Hall	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF21	24,25, 26 Redington Gardens	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FG02	65 and 67 Maygrove Rd	Fortune Green	London SHLAA and Major site	Recently developed

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
FG03	23 Ravenshaw Street	Fortune Green	Nominated by a Council officer	Limited development potential
FG04	West Hampstead Police Station, 21 Fortune Green Road	Fortune Green	Identified in a Neighbourhood Plan	Unlikely to become available
FG05	Fortune Green Play centre, Fortune Green Road	Fortune Green	Identified in a Neighbourhood Plan	Substantive policy/environmental constraint
GO01	32 Lawn Road, NW3 2XU	Gospel Oak	London SHLAA	Under construction/ advanced construction stage
GO03	Land at Kiln Place (Blocks 1-64 65-80 81-96 97-104 105-116 1 Kiln Place	Gospel Oak	London SHLAA	Under construction/ advanced construction stage
GO05	Land adjacent to the Murphy's site (Network Rail)	Gospel Oak	Nominated in the 2018 Call for Sites	Duplicate site – see Policy KT05
HCG02	21-31 New Oxford Street	Holborn & Covent Garden	Current Site Allocation	Under construction/ advanced construction stage
HCG03	St Giles Circus/Consolidated	Holborn & Covent Garden	Current Site Allocation	Recently developed
HCG04	Mount Pleasant, Phoenix Place	Holborn & Covent Garden	Current Site Allocation and Major site	Under construction/ advanced construction stage
HCG05	150 High Holborn London EC1N 2NS	Holborn & Covent Garden	London SHLAA and Major site	Under construction/ advanced construction stage
HCG08	35 - 41 New Oxford Street, 10-12 Museum Street, 16A-18 West Central Street	Holborn & Covent Garden	Major site	Under construction/ advanced construction stage
HCG10	Italian Hospital, GOSH	Holborn & Covent Garden	Major site	Limited development potential
HCG11	Templar House	Holborn & Covent Garden	Major site	Recently developed
HCG12	12-14 Greville Street	Holborn & Covent Garden	Major site	Limited development potential
HCG13	Ambassadors Theatre, West Street	Holborn & Covent Garden	Major site	Limited development potential
HCG15	17 Charterhouse Street	Holborn & Covent Garden	Major site	Under construction/ advanced construction stage
HCG17	4 Wild Court & 75 Kingsway	Holborn & Covent Garden	Major site	Under construction/ advanced construction stage
HCG19	19-20 Procter Street	Holborn & Covent Garden	Major site	Unlikely to become available
HCG20	Centre Point Tower (Scheme A)	Holborn & Covent Garden	London SHLAA	Recently developed
HCG21	Bourne Estate (south) Portpool Lane	Holborn & Covent Garden	London SHLAA	Recently developed
HCG22	Triangle Estate, High Holborn	Holborn & Covent Garden	Major site	Limited development potential

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
HCG23	Thomas Neal Centre, Neal Street	Holborn & Covent Garden	Major site	Limited development potential
HCG30	Herbal House	Holborn & Covent Garden	Current Site Allocation	Recently developed
HCG31	124 Theobalds Road	Holborn & Covent Garden	Major site	Limited development potential
HCG32	Queens Square House 22 Queen Square	Holborn & Covent Garden	Major site	Unlikely to become available
HG02	Athlone House Hampstead Lane	Highgate	London SHLAA and Major site	Under construction/ advanced construction stage
HG03	57-84 & 85-112 Makepeace Mansions	Highgate	London SHLAA	Recently developed
HG05	Swains Lane Retail Parade	Highgate	Identified in a Neighbourhood Plan and major site	Under construction/ advanced construction stage
HG06	ASF garage, Highgate Road	Highgate	Identified in a Neighbourhood Plan	Limited development potential
HS05	Harmood Street and r/o 34 Chalk Farm Road	Haverstock	Current Site Allocation	Recently developed
HT02	Bartrams Convent Hostel	Hampstead Town	London SHLAA	Under construction/ advanced construction stage
HT06	Former Hampstead Police Station 26 Rosslyn Hill	Hampstead Town	Nominated in the 2018 Call for Sites and Major site	Limited development potential
HT07	6 Streatley Place	Hampstead Town	Nominated by a Council officer	Limited development potential
HT08	29 New End	Hampstead Town	Current Site Allocation	Under construction/ advanced construction stage
KB02	254 Kilburn High Road	Kilburn	Major site	Under construction/ advanced construction stage
KB04	154 Loudoun Road NW8 0DQ	Kilburn	Nominated in the 2018 Call for Sites and London SHLAA	Recently developed
KB05	Belsize Priory Health Centre, 208 Belsize Road	Kilburn	Nominated in the 2018 Call for Sites	Duplicate site see Policy IDS20
KB06	Mazenod Avenue	Kilburn	Nominated by a Council officer	Limited development potential
KT01	Greenwood Place, 19-37 Highgate Road	Kentish Town	Current Site Allocation and Major site	Unlikely to become available
KT06	Former BR Staff Association Club, College Lane London NW5 1BJ	Kentish Town	London SHLAA and Major site	Under construction/ advanced construction stage
KT08	Spire BMW, 1 Brown's Lane	Kentish Town	London SHLAA	Duplicate site – see Policy KT02
KT13	Frideswide Place, Kentish Town Library	Kentish Town	Identified in a Neighbourhood Plan	Unlikely to become available

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
KT14	Wolsey Mews	Kentish Town	Identified in a Neighbourhood Plan	Unlikely to become available
KT15	2 Prince of Wales Road	Kentish Town	Identified in a Neighbourhood Plan	Unlikely to become available
KT16	Veolia Council depot site, 78 Holmes Road	Kentish Town	Identified in a Neighbourhood Plan	Under construction/ advanced construction stage
KT17	Adjacent to 42 Falkland Road	Kentish Town	Nominated by a Council officer	Limited development potential
KX01	King's Cross Methodist Church, 58a Birkenhead Street	King's Cross	Major site	Limited development potential
KX03	Stratstone, 277A Gray's Inn Road	King's Cross	Current Site Allocation and Major site	Recently developed
KX04	49 Mecklenburgh Square	King's Cross	Major site	Limited development potential
KX09	Former King's Cross Thamelink Station, Pentonville Road	King's Cross	Major site	Duplicate site – see Policy IDS17
RP01	Stephenson House, 75 Hampstead Road	Regent's Park	Identified in Euston Area Plan and Major site	Within Euston Area Plan area
RP02	Koko 1A Camden High Street, Hope & Anchor PH	Regent's Park	Major site	Under construction/ advanced construction stage
RP07	Three Fields - Brierfield, Fairfield and Foxfield	Regent's Park	Major site	Unlikely to become available
RP08	Diorama, 17, 18 and 19 Park Square East	Regent's Park	Major site	Limited development potential
RP10	Regent's Park Barracks, Albany Street, Ministry of Defence	Regent's Park	London SHLAA	Unlikely to become available
RP15	Maria Fidelis School, North Gower Street	Regent's Park	Identified in Euston Area Plan	Within Euston Area Plan area
RP16	Clarkson Row	Regent's Park	Identified in Euston Area Plan	Within Euston Area Plan area
RP18	Harrington Square	Regent's Park	Identified in Euston Area Plan	Within Euston Area Plan area
SC03	Ye Olde Swiss Cottage, ODEON Cinema	Swiss Cottage	London SHLAA and Major site	Unlikely to become available

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
SCO5	40 -49 St Edmund's Terrace	Swiss Cottage	Current Site Allocation	Recently developed
SPST04	Belle Isle Frontage Site, York Way, N1 0AD	St Pancras & Somers Town	Nominated in the 2018 Call for Sites	Wholly or mostly outside the borough boundary
SPST06	102 Camley Street	St Pancras & Somers Town	Major site	Recently developed
SPST07	101 Camley Street	St Pancras & Somers Town	London SHLAA and Major site	Under construction/ advanced construction stage
SPST09	The Triangle Site 180 York Way London N1C 0AZ	St Pancras & Somers Town	Major site	Wholly or mostly outside the borough boundary
SPST11	Maria Fidelis School 34 Phoenix Road and 1-39 Drummond Crescent London NW1 1TA	St Pancras & Somers Town	Identified in Euston Area Plan , London SHLAA and Major site	Recently developed
SPST12	53-55 Chalton Street & 70 Churchway	St Pancras & Somers Town	Identified in Euston Area Plan and Major site	Within Euston Area Plan area
SPST16	Building T1, King's Cross Central	St Pancras & Somers Town	London SHLAA	Recently developed
SPST18	Godwin And Crowndale Estate	St Pancras & Somers Town	Major site	Unlikely to become available
SPST19	24 Crowndale Road	St Pancras & Somers Town	Major site	Unlikely to become available
SPST26	King's Cross Station Throat	St Pancras & Somers Town	Nominated in the 2018 Call for Sites	Unlikely to become available
WH01	Rear of 148-152 West End Lane	West Hampstead	London SHLAA and Major site	Limited development potential
WH03	187-199 West End Lane	West Hampstead	London SHLAA	Recently developed
WH10	English National Opera, 165 Broadhurst Gardens	West Hampstead	Identified in a Neighbourhood Plan	Unlikely to become available
WH11	West Hampstead Fire Station, West End lane	West Hampstead	Identified in a Neighbourhood Plan	Unlikely to become available
WH12	14 Blackburn Road	West Hampstead	Identified in a Neighbourhood Plan	Unlikely to become available

APPENDIX 2 – Policy replacement schedule

The Site Allocations Local Plan when adopted will supersede the 2013 Sites Allocations Local Plan (excluding sites within the Euston Area Plan area) and Opportunity Sites 1 to 14 (inclusive) in the Fitzrovia Area Action Plan.

Previous plan document	Previous plan reference	Replacement policy (where applicable)
Site Allocations Plan - 2013	Site 1 – King's Cross Growth Area	IDS20y – King's Cross Central
	Site 2 – Camden Town Hall Extension	N/A – Development is completed
	Site 3 – Lighthouse block, Pentonville Rd	N/A – Development is completed
	Site 4 – 277a Grays Inn Road	N/A – Development is completed
	Site 5 - Midland Road Site, Land to rear of The British Library	IDS19 - Land to the rear of the British Library
	Site 6 - 4 St Pancras Way (St Pancras Hospital)	CSP5 – St Pancras Hospital
	Site 7 - 103 Camley Street	N/A – Development is completed
	Site 8 - Land west of Westminster King'sway College, 45 Sidmouth Street	N/A – Development is completed
	Site 9 - Euston Station, Euston Road	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
	Site 10 - BHS Warehouse, 132-140 Hampstead Rd and 142 Hampstead Rd	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
	Site 11 - Granby Terrace Depot	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
	Site 12 - 110-122 Hampstead Road (Former National Temperance Hospital)	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
	Site 13 - 1-39 Drummond Crescent (Euston Traffic Garage)	N/A – Development is completed

Site 14 - Westminster King'sway College, Regent's Park Centre, Longford Street	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
Site 15 - Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/Augustus St	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
Site 16 - St Giles Circus	N/A – Development is completed
Site 17 - The Royal Mail Sorting Office, 21-31 New Oxford Street	N/A – Development is completed
Site 18 - Land Bound by New Oxford Street, Museum Street and West Central Street	Partly under Policy HCG3 – 1 Museum Street, partly completed development.

Site 19 - 12-42 Southampton Row & 1-4 Red Lion Squarew	Policy HCG2 – Former Central St Martins
Site 20 - Land Bounded by 50-57 High Holborn, 18-25 Hand Court, 45-51 Bedford Row & Brownlow Street	Policy HCG5i – Hand Court, 50-57 High Holborn
Site 21 - Senate House (north block) Malet Street	BC2b Senate House (NE quadrant), Malet Street
Site 22 - 26 Gordon Square and 15 Gordon Street	N/A – Development is completed
Site 23 - 20-22 Gordon Street/Wates House	N/A – Development is completed
Site 24 - Phoenix Place	Under construction/ advanced construction stage
Site 25 - Herbal House, 10 Back Hill	N/A – Development is completed
Site 26 - Land bounded by Wren Street, Pakenham Street, Cubit Street, Langton Walk	Policy IDS18 – Land bounded by Pakenham Street and Wren Street

Site 27 - 187-199 West End Lane	N/A – Development is completed
Site 28 - 156 West End Lane	Policy WHI5b - 156 West End Lane
Site 29 - O2 Centre Car park	Policy WHI2 – O2 Centre, carpark and car showroom sites
Site 30 - 100 Avenue Road, Swiss Cottage	Policy IDS20v – 100 Avenue Road
Site 31 - Belsize Road Car Park	N/A – Development is completed
Site 32 - Hawley Wharf, Water Lane and 39-45 Kentish Town Road	Under construction/ advanced construction stage
Site 33 - 202-212 Regent's Park Road (Roundhouse car park)	Under construction
Site 34 - 2-12 Harwood Street and Rear of 34 Chalk Farm Road	N/A – Development is completed
Site 35 - Bangor Wharf, Georgiana Street	Policy CSP7b – Bangor Wharf

	Site 36 - 57 - 71 Pratt Street, 10 - 15 Georgiana Street And Royal College Street	Considered as part of the SALP site assessment however it was decided that it was unlikely to become available.
	Site 37 - 24 - 58 Royal College Street	Policy CSP4 – Parcellforce and ATS Tyre Site
	Site 38 - 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus Health Centre & Nursery	Policy IDS20j - 113a,115 and 117 Wellesley Road - Bacton Low Rise
	Site 39 - 19-37 Highgate Road, Day Centre and 25 and 37 Greenwood Place	Policy KT7 – Highgate Centre
	Site 40 - Kentish Town Police Station, 10A,12A, 14 Holmes Road	Policy KT4 – Kentish Town Police Station
	Site 41 - Fire Station, 20 Highgate Road	Policy KT6 – Kentish Town Fire Station
	Site 42 - Former Nurses Hostel, 29 New End	Under construction/ advanced construction stage
	Site 43 - 40-49 St Edmunds Terrace, former car park and adjacent land to south of Barrow Hill Reservoir	N/A – Development is completed

Fitzrovia Area Action Plan - 2014	Opportunity Site 1 (Astor College)	N/A – Development is completed
	Opportunity Site 2 (Middlesex Hospital annex)	IDS20a - Middlesex Hospital Annex - 44 Cleveland Street
	Opportunity Site 3 (Arthur Stanley House)	IDS20c - Arthur Stanley House - 44-50 Tottenham Street
	Opportunity Site 4 (Tottenham Mews)	IDS2 - Former Tottenham Mews Day Hospital
	Opportunity Site 5 (Rosenheim Building)	N/A – Development is near completion
	Opportunity Site 6 (Odeon Site)	N/A – Development is near completion

	Opportunity Site 7 (Royal Ear Hospital)	N/A – Development is completed
	Opportunity Site 8 (Medical Students' Union)	N/A – Development is completed
	Opportunity Site 9 (Central Cross)	Policy IDS3 - Central Cross, 18-30 Tottenham Court Road and 1 and 2 Stephen Street
	Opportunity Site 10 (6-17 Tottenham Court Road)	Policy IDS20b - 1-5 Hanway Place and 6-17 Tottenham Court Road
	Opportunity Site 11 (80 Charlotte Street)	N/A – Development is near completion
	Opportunity Site 12 (Asta House)	N/A – Development is near completion
	Opportunity Site 13 (Network Building)	Policy IDS1 - Network Building and 88 Whitfield Street
	Opportunity Site 14 (61-63 TCR, 1-7 and 11-13 Goodge St)	N/A – Development is completed

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Appendices

APPENDIX 1 – List of all sites considered for potential inclusion in the Site Allocations Plan

DEVELOPMENT AREAS AND SITES INCLUDED IN THE SITE ALLOCATIONS LOCAL PLAN

Knowledge Quarter Innovation District

SALP Policy Ref	
Policy KQ1	Knowledge Quarter Innovation District Policy – This policy will apply to all major development sites for commercial, research and/or learning uses within the innovation district including sites listed in the individual development site section of the Site Allocations Local Plan and any new windfall sites.

Bloomsbury Campus Area

SALP Policy Ref	Site name	Ward	Site identification source/s
Policy BC1	Bloomsbury Campus Area Policy – This policy will apply to all major development sites within the Bloomsbury Campus Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan		
Policy BC2	Birkbeck College, Malet Street	Bloomsbury	Major site ¹
	Senate House (NE quadrant)		Current Site Allocation
	20 Russell Square		Nominated by a Council officer

Camden Goods Yard

SALP Policy Ref	Site name	Ward	Site identification source/s
Policy CGY1	Camden Goods Yard Area Policy – This policy will apply to all major development sites within the Camden Goods Yard Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan.		
Policy CGY2	Morrisons Supermarket	Camden Town with Primrose Hill	Major site
Policy CGY3	Morrisons Petrol Filling Station		Major site
Policy CGY4	100 Chalk Farm Road		London SHLAA ² and Major site
Policy CGY5	Juniper Crescent		Nominated by a Council officer
Policy CGY6	Network Rail at Juniper Crescent		Nominated in the 2018 Call for Sitesw
Policy CGY7	Gilbey's Yard		Nominated by a Council officer
Policy CGY8	Camden Lock Market		Major site

Camley Street and St Pancras Way Area

SALP Policy Ref	Site Name	Ward	Site Identification Source/s
Policy CPS1	Camley Street and St Pancras Way Area Policy – This policy will apply to all major development sites within the Camley Street and St Pancras Way Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan.		
Policy CPS2	120-136 Camley Street	St Pancras & Somers Town	London SHLAA and CIP ³
Policy CPS3	104-114 Camley Street and Cedar Way Industrial Estate		London SHLAA, CIP and nominated in the 2018 Call for Sites (HS2 land)
Policy CPS4	Parcelforce Site		Current Site Allocation and Major site
Policy CPS5	St. Pancras Hospital		Current Site Allocation, London SHLAA and nominated in the 2018 Call for Sites
Policy CPS6	Shorebase Access Site		Nominated in the 2018 Call for Sites
Policy CPS7	Agar Grove Estate		London SHLAA and Major site
	Bangor Wharf		Current Site Allocation, London SHLAA and Major site
	St. Pancras Commercial Centre	London SHLAA and Major site	
	Ugly Brown Building	London SHLAA and Major site	

Holborn and Covent Garden Area

SALP Policy Ref	Site Name	Ward	Site Identification Source
Policy HCG1	Holborn and Covent Garden Area Policy – This policy will apply to all major development sites within the Holborn and Covent Garden Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan.		

SALP Policy Ref	Site Name	Ward	Site Identification Source
Policy HCG2	Former Central St Martins	Holborn and Covent Garden	Current Site Allocation, London SHLAA and nominated in the 2018 Call for Sites
Policy HCG3	1 Museum Street		Major site
Policy HCG4	135-149 Shaftesbury Avenue		Major site
Policy HCG5	Tybalds Estate		Major site
	294-295 High Holborn		Major site
	Panther House		Major site
	Castlewood House and Medius House		Major site
	8-10 Southampton Row		Major site
	60-67 Short's Gardens & 14-16 Betterton Street		Major site
	GOSH Masterplan		Major site
	Holborn Library and Cockpit Yard		London SHLAA and CIP
Hand Court, 50-57 High Holborn	Current Site Allocation, London SHLAA and Major site		
18 Vine Hill and 15-29 Eyre Street Hill	Major site and nominated in the 2018 Call for Sites		

Kentish Town Area

SALP Policy Ref	Site Name	Ward	Site Identification Source
Policy KT1	Kentish Town Area Policy – This policy will apply to all major development sites within the Kentish Town Area including sites listed in this table and any new wind-fall sites that have not been identified in the Site Allocations Local Plan.		
Policy KT2	Regis Road Growth Area	Kentish Town	London SHLAA
Policy KT3	Murphy Site		Major site
Policy KT4	Kentish Town Police Station		Current Site Allocation, identified in a Neighbourhood Plan and nominated in the 2018 Call for Sites
Policy KT5	369-377 Kentish Town Road		Major site
Policy KT6	Kentish Town Fire Station		Current Site Allocation and identified in a Neighbourhood Plan
Policy KT7	Highgate Centre		Major site

West Hampstead Interchange

SALP Policy Ref	Site Name	Ward	Site Identification Source/s
Policy WHI1	West Hampstead Interchange Area Policy – This policy will apply to all major development sites within the West Hampstead Interchange Area including sites listed in this table and any new windfall sites that have not been identified in the Site Allocations Local Plan.		
Policy WHI2	O2 Centre, carpark and car show-room sites	West Hampstead	Current Site Allocation, London SHLAA, nominated in the 2018 Call for Sites and Major site
Policy WHI3	13 Blackburn Road		Identified in a Neighbourhood Plan and Major site
Policy WHI4	188-190 Iverson Road		London SHLAA and nominated in the 2018 Call for Sites
Policy WHI5	Land at Midland Crescent		London SHLAA, identified in a Neighbourhood Plan and Major site
	156 West End Lane		Current Site Allocation and nominated in the 2018 Call for Sites

Individual Development Sites

SALP Policy Ref	Site Name	Ward	Site Identification Source/s
Policy IDS1	Network Building	Bloomsbury	Identified in the Fitzrovia AAP and nominated in the 2018 Call for Sites
Policy IDS2	Tottenham Mews Day Hospital	Bloomsbury	Identified in the Fitzrovia AAP
Policy IDS3	Central Cross	Bloomsbury	Identified in the Fitzrovia AAP
Policy IDS4	85 Camden Road	Canteloves	Nominated in the 2018 Call for Sites
Policy IDS5	Shirley House	Camden Town with Primrose Hill	Major site
Policy IDS6	Camden Town Station	Camden Town with Primrose Hill	London SHLAA
Policy IDS7	Buck Street Market	Camden Town with Primrose Hill	Major site
Policy IDS8	Grand Union House	Camden Town with Primrose Hill	Major site
Policy IDS9	202-204 Finchley Road	Frognaal and Fitzjohns	Nominated in the 2018 Call for Sites
Policy IDS10	Gondar Gardens	Fortune Green	Major site
Policy IDS11	Wendling Estate	Gospel Oak	CIP
Policy IDS12	Mansfield Bowling Club	Hampstead Town	Major site
Policy IDS13	West Kentish Town Estate	Haverstock	CIP

SALP Policy Ref	Site Name	Ward	Site Identification Source/s
Policy IDS14	Royal Free	Haverstock	Major site
Policy IDS15	330 Grays Inn Road	King's Cross	Nominated in the 2018 Call for Sites and Major site
Policy IDS16	Belgrove House	King's Cross	Nominated in the 2018 Call for Sites and Major site
Policy IDS17	Thameslink, Pentonville Road	King's Cross	Nominated in the 2018 Call for Sites
Policy IDS18	Land at Pakenham Street	King's Cross	Current Site Allocation
Policy IDS19	Land to the rear of the British Library	St Pancras & Somers Town	Current Site Allocation, nominated in the 2018 Call for Sites and Major site
Policy IDS20	Middlesex Hospital Annex – 44 Cleveland Street	Bloomsbury	Identified in the Fitzrovia AAP, London SHLAA, Major site
	1-5 Hanway Place and 6-17 Tottenham Court Road	Bloomsbury	Identified in the Fitzrovia AAP and London SHLAA
	Arthur Stanley House – 44-50 Tottenham Street	Bloomsbury	Identified in the Fitzrovia AAP and Major site
	Cambridge House	Bloomsbury	Major site
	Ifor Evans Halls of Residence, 109 Camden Road	Canteloves	Nominated by a Council officer
	Jamestown/Arlington Road Depot	Camden Town with Primrose Hill	Nominated by a Council officer
	Lot 1 Hadley Street	Camden Town with Primrose Hill	Nominated by a Council officer
	BP Petrol Station, 104A Finchley Road	Frognal and Fitzjohns	Major site
	Branch Hill House	Frognal and Fitzjohns	Major site
	113a, 115 and 117 Wellesley Road – Bacton Low Rise	Gospel Oak	CIP
	Queen Marys House, 124 Heath Street	Hampstead Town	Major site
	Hampstead Delivery Office, Shepherd's Walk	Hampstead Town	London SHLAA
	Former Charlie Ratchford Centre	Haverstock	Major site
	Land at Grafton Terrace and Maitland Park Villas	Haverstock	London SHLAA and Major site

	Highgate New Town Community Centre	Highgate	CIP
	246-248 Kilburn High Road	Kilburn	Major site
	Abbey Co-Op Housing Site, Cast-erbridge and Snowman House	Kilburn	Nominated in the 2018 Call for Sites and Major site
	1 Hampshire Street	Kentish Town	Identified in a Neighbourhood Plan and Major site
	11-12 Ingestre Road	Kentish Town	Major site
	Eastman Dental Clinic	King's Cross	Nominated in the 2018 Call for Sites and Major site
	52 Avenue Road	Swiss Cottage	Nominated in the 2018 Call for Sites
	100 Avenue Road	Swiss Cottage	Major site
	Barrie House, 29 St Edmund's Terrace	Swiss Cottage	Major site
	Central Somers Town	St Pancras & Somers Town	CIP
	King's Cross Central	St Pancras & Somers Town	Current Site Allocation, London SHLAA, Major site
	Liddell Road Industrial Estate	West Hampstead	Identified in a Neighbourhood Plan and London SHLAA

SITES NOT INCLUDED IN THE SITE ALLOCATIONS LOCAL PLAN

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
BB06	Saatchi Block	Bloomsbury	Identified in the Fitzrovia AAP and London SHLAA,	Under construction/ advanced construction stage
BB12	27 Gordon Square and 15 Gordon Street	Bloomsbury	Current Site Allocation	Recently developed
BB13	20-22 Gordon Street / Wates House	Bloomsbury	Current Site Allocation	Recently developed
BB14	61 - 63 Tottenham Court Road & 1-7 and 11-13 Goodge Street	Bloomsbury	Identified in the Fitzrovia AAP	Recently developed
BB15	Astor College, 99 Charlotte Street	Bloomsbury	Identified in the Fitzrovia AAP	Under construction/ advanced construction stage
BB16	Royal Ear Hospital and Medical Students Union Huntley Street	Bloomsbury	Identified in the Fitzrovia AAP	Under construction/ advanced construction stage
BB17	Rosenheim Building Grafton Way	Bloomsbury	Identified in the Fitzrovia AAP	Under construction/ advanced construction stage
BB18	Odeon Site Grafton Way	Bloomsbury	Identified in the Fitzrovia AAP	Under construction/ advanced construction stage
C01	CIP - Maiden Lane Estate	Cantelowes	London SHLAA	Recently developed
C02	79 Camden Road	Cantelowes	London SHLAA	Recently developed
C03	196-206 Camden Road NW1 9HG	Cantelowes	London SHLAA	Unlikely to become available
C05	Hammond Street depot	Cantelowes	CIP, Nominated by a Council officer	Limited development potential ¹
C06	r/o 142 Camden Road	Cantelowes	Nominated by a Council officer	Limited development potential
CTPH01	Centric Close, Oval Road	Camden Town with Primrose Hill	London SHLAA and Major site	Under construction/ advanced construction stage
CTPH02	Utopia Village, 7 Chalcot Road	Camden Town with Primrose Hill	London SHLAA	Substantive policy/environmental constraint
CTPH03	Hawley Wharf Chalk Farm Road NW1 8QU	Camden Town with Primrose Hill	London SHLAA	Under construction/ advanced construction stage
CTPH12	44 - 44a Gloucester Avenue and R/O 46-50 Gloucester Avenue	Camden Town with Primrose Hill	London SHLAA and Major site	Under construction/ advanced construction stage
CTPH13	57-71 Pratt Street, 10-15 Georgiana Street and Royal College Street	Camden Town with Primrose Hill	Current Site Allocation and London SHLAA	Unlikely to become available
CTPH17	Primrose hill workshops, Oppidans Road	Camden Town with Primrose Hill	Nominated by a Council officer	Unlikely to become available

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
CTPH18	Camden Road Juniper Crescent	Camden Town with Primrose Hill	Major site	Duplicate site – see Policy CGY06
FF01	King's College London Kidderpore Avenue Hampstead Residence	Frognaal & Fitzjohns	London SHLAA	Under construction/ advanced construction stage
FF04	Holy Trinity Church Finchley Road	Frognaal & Fitzjohns	Major site	Limited development potential
FF05	252 Finchley Road	Frognaal & Fitzjohns	Major site	Under construction/ advanced construction stage
FF06	328-338 Finchley Road	Frognaal & Fitzjohns	London SHLAA	Under construction/ advanced construction stage
FF07	Heath Park Gardens, Templewood Avenue	Frognaal & Fitzjohns	London SHLAA	Unlikely to become available
FF11	Meridian House, 202 Finchley Road	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Duplicate site see Policy IDS9
FF12	Conrad Court, 27 Redington Gardens	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF13	1 Platt's Lane	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF14	Garages (8) on southside of Frognaal Lane	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF15	Garages to R/O 27A Frognaal	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF16	Hampstead Gate, 1A Frognaal NW3 6AL (offices)	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Unlikely to become available
FF17	R/O 166-200A Finchley Road, adjacent to Hampstead Gate	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF18	282-284 Finchley Road	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan and Major site	Limited development potential
FF19	Garages adjacent to 30 Redington Road	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF20	Kidderpore Hall	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FF21	24,25, 26 Redington Gardens	Frognaal & Fitzjohns	Identified in a Neighbourhood Plan	Limited development potential
FG02	65 and 67 Maygrove Rd	Fortune Green	London SHLAA and Major site	Recently developed

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
FG03	23 Ravenshaw Street	Fortune Green	Nominated by a Council officer	Limited development potential
FG04	West Hampstead Police Station, 21 Fortune Green Road	Fortune Green	Identified in a Neighbourhood Plan	Unlikely to become available
FG05	Fortune Green Play centre, Fortune Green Road	Fortune Green	Identified in a Neighbourhood Plan	Substantive policy/environmental constraint
GO01	32 Lawn Road, NW3 2XU	Gospel Oak	London SHLAA	Under construction/ advanced construction stage
GO03	Land at Kiln Place (Blocks 1-64 65-80 81-96 97-104 105-116 1 Kiln Place	Gospel Oak	London SHLAA	Under construction/ advanced construction stage
GO05	Land adjacent to the Murphy's site (Network Rail)	Gospel Oak	Nominated in the 2018 Call for Sites	Duplicate site – see Policy KT05
HCG02	21-31 New Oxford Street	Holborn & Covent Garden	Current Site Allocation	Under construction/ advanced construction stage
HCG03	St Giles Circus/Consolidated	Holborn & Covent Garden	Current Site Allocation	Recently developed
HCG04	Mount Pleasant, Phoenix Place	Holborn & Covent Garden	Current Site Allocation and Major site	Under construction/ advanced construction stage
HCG05	150 High Holborn London EC1N 2NS	Holborn & Covent Garden	London SHLAA and Major site	Under construction/ advanced construction stage
HCG08	35 - 41 New Oxford Street, 10-12 Museum Street, 16A-18 West Central Street	Holborn & Covent Garden	Major site	Under construction/ advanced construction stage
HCG10	Italian Hospital, GOSH	Holborn & Covent Garden	Major site	Limited development potential
HCG11	Templar House	Holborn & Covent Garden	Major site	Recently developed
HCG12	12-14 Greville Street	Holborn & Covent Garden	Major site	Limited development potential
HCG13	Ambassadors Theatre, West Street	Holborn & Covent Garden	Major site	Limited development potential
HCG15	17 Charterhouse Street	Holborn & Covent Garden	Major site	Under construction/ advanced construction stage
HCG17	4 Wild Court & 75 Kingsway	Holborn & Covent Garden	Major site	Under construction/ advanced construction stage
HCG19	19-20 Procter Street	Holborn & Covent Garden	Major site	Unlikely to become available
HCG20	Centre Point Tower (Scheme A)	Holborn & Covent Garden	London SHLAA	Recently developed
HCG21	Bourne Estate (south) Portpool Lane	Holborn & Covent Garden	London SHLAA	Recently developed
HCG22	Triangle Estate, High Holborn	Holborn & Covent Garden	Major site	Limited development potential

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
HCG23	Thomas Neal Centre, Neal Street	Holborn & Covent Garden	Major site	Limited development potential
HCG30	Herbal House	Holborn & Covent Garden	Current Site Allocation	Recently developed
HCG31	124 Theobalds Road	Holborn & Covent Garden	Major site	Limited development potential
HCG32	Queens Square House 22 Queen Square	Holborn & Covent Garden	Major site	Unlikely to become available
HG02	Athlone House Hampstead Lane	Highgate	London SHLAA and Major site	Under construction/ advanced construction stage
HG03	57-84 & 85-112 Makepeace Mansions	Highgate	London SHLAA	Recently developed
HG05	Swains Lane Retail Parade	Highgate	Identified in a Neighbourhood Plan and major site	Under construction/ advanced construction stage
HG06	ASF garage, Highgate Road	Highgate	Identified in a Neighbourhood Plan	Limited development potential
HS05	Harmood Street and r/o 34 Chalk Farm Road	Haverstock	Current Site Allocation	Recently developed
HT02	Bartrams Convent Hostel	Hampstead Town	London SHLAA	Under construction/ advanced construction stage
HT06	Former Hampstead Police Station 26 Rosslyn Hill	Hampstead Town	Nominated in the 2018 Call for Sites and Major site	Limited development potential
HT07	6 Streatley Place	Hampstead Town	Nominated by a Council officer	Limited development potential
HT08	29 New End	Hampstead Town	Current Site Allocation	Under construction/ advanced construction stage
KB02	254 Kilburn High Road	Kilburn	Major site	Under construction/ advanced construction stage
KB04	154 Loudoun Road NW8 0DQ	Kilburn	Nominated in the 2018 Call for Sites and London SHLAA	Recently developed
KB05	Belsize Priory Health Centre, 208 Belsize Road	Kilburn	Nominated in the 2018 Call for Sites	Duplicate site see Policy IDS20
KB06	Mazenod Avenue	Kilburn	Nominated by a Council officer	Limited development potential
KT01	Greenwood Place, 19-37 Highgate Road	Kentish Town	Current Site Allocation and Major site	Unlikely to become available
KT06	Former BR Staff Association Club, College Lane London NW5 1BJ	Kentish Town	London SHLAA and Major site	Under construction/ advanced construction stage
KT08	Spire BMW, 1 Brown's Lane	Kentish Town	London SHLAA	Duplicate site – see Policy KT02
KT13	Frideswide Place, Kentish Town Library	Kentish Town	Identified in a Neighbourhood Plan	Unlikely to become available

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
KT14	Wolsey Mews	Kentish Town	Identified in a Neighbourhood Plan	Unlikely to become available
KT15	2 Prince of Wales Road	Kentish Town	Identified in a Neighbourhood Plan	Unlikely to become available
KT16	Veolia Council depot site, 78 Holmes Road	Kentish Town	Identified in a Neighbourhood Plan	Under construction/ advanced construction stage
KT17	Adjacent to 42 Falkland Road	Kentish Town	Nominated by a Council officer	Limited development potential
KX01	King's Cross Methodist Church, 58a Birkenhead Street	King's Cross	Major site	Limited development potential
KX03	Stratstone, 277A Gray's Inn Road	King's Cross	Current Site Allocation and Major site	Recently developed
KX04	49 Mecklenburgh Square	King's Cross	Major site	Limited development potential
KX09	Former King's Cross Thamelink Station, Pentonville Road	King's Cross	Major site	Duplicate site – see Policy IDS17
RP01	Stephenson House, 75 Hampstead Road	Regent's Park	Identified in Euston Area Plan and Major site	Within Euston Area Plan area
RP02	Koko 1A Camden High Street, Hope & Anchor PH	Regent's Park	Major site	Under construction/ advanced construction stage
RP07	Three Fields - Brierfield, Fairfield and Foxfield	Regent's Park	Major site	Unlikely to become available
RP08	Diorama, 17, 18 and 19 Park Square East	Regent's Park	Major site	Limited development potential
RP10	Regent's Park Barracks, Albany Street, Ministry of Defence	Regent's Park	London SHLAA	Unlikely to become available
RP15	Maria Fidelis School, North Gower Street	Regent's Park	Identified in Euston Area Plan	Within Euston Area Plan area
RP16	Clarkson Row	Regent's Park	Identified in Euston Area Plan	Within Euston Area Plan area
RP18	Harrington Square	Regent's Park	Identified in Euston Area Plan	Within Euston Area Plan area
SC03	Ye Olde Swiss Cottage, ODEON Cinema	Swiss Cottage	London SHLAA and Major site	Unlikely to become available

SALP Site Assessment Ref	Site Name/Address	Ward	Site identification source/s	Reason why the site was not included in the SALP
SCO5	40 -49 St Edmund's Terrace	Swiss Cottage	Current Site Allocation	Recently developed
SPST04	Belle Isle Frontage Site, York Way, N1 0AD	St Pancras & Somers Town	Nominated in the 2018 Call for Sites	Wholly or mostly outside the borough boundary
SPST06	102 Camley Street	St Pancras & Somers Town	Major site	Recently developed
SPST07	101 Camley Street	St Pancras & Somers Town	London SHLAA and Major site	Under construction/ advanced construction stage
SPST09	The Triangle Site 180 York Way London N1C 0AZ	St Pancras & Somers Town	Major site	Wholly or mostly outside the borough boundary
SPST11	Maria Fidelis School 34 Phoenix Road and 1-39 Drummond Crescent London NW1 1TA	St Pancras & Somers Town	Identified in Euston Area Plan , London SHLAA and Major site	Recently developed
SPST12	53-55 Chalton Street & 70 Churchway	St Pancras & Somers Town	Identified in Euston Area Plan and Major site	Within Euston Area Plan area
SPST16	Building T1, King's Cross Central	St Pancras & Somers Town	London SHLAA	Recently developed
SPST18	Godwin And Crowndale Estate	St Pancras & Somers Town	Major site	Unlikely to become available
SPST19	24 Crowndale Road	St Pancras & Somers Town	Major site	Unlikely to become available
SPST26	King's Cross Station Throat	St Pancras & Somers Town	Nominated in the 2018 Call for Sites	Unlikely to become available
WH01	Rear of 148-152 West End Lane	West Hampstead	London SHLAA and Major site	Limited development potential
WH03	187-199 West End Lane	West Hampstead	London SHLAA	Recently developed
WH10	English National Opera, 165 Broadhurst Gardens	West Hampstead	Identified in a Neighbourhood Plan	Unlikely to become available
WH11	West Hampstead Fire Station, West End lane	West Hampstead	Identified in a Neighbourhood Plan	Unlikely to become available
WH12	14 Blackburn Road	West Hampstead	Identified in a Neighbourhood Plan	Unlikely to become available

APPENDIX 2 – Policy replacement schedule

The Site Allocations Local Plan when adopted will supersede the 2013 Sites Allocations Local Plan (excluding sites within the Euston Area Plan area) and Opportunity Sites 1 to 14 (inclusive) in the Fitzrovia Area Action Plan.

Previous plan document	Previous plan reference	Replacement policy (where applicable)
Site Allocations Plan - 2013	Site 1 – King's Cross Growth Area	IDS20y – King's Cross Central
	Site 2 – Camden Town Hall Extension	N/A – Development is completed
	Site 3 – Lighthouse block, Pentonville Rd	N/A – Development is completed
	Site 4 – 277a Grays Inn Road	N/A – Development is completed
	Site 5 - Midland Road Site, Land to rear of The British Library	IDS19 - Land to the rear of the British Library
	Site 6 - 4 St Pancras Way (St Pancras Hospital)	CSP5 – St Pancras Hospital
	Site 7 - 103 Camley Street	N/A – Development is completed
	Site 8 - Land west of Westminster King'sway College, 45 Sidmouth Street	N/A – Development is completed
	Site 9 - Euston Station, Euston Road	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
	Site 10 - BHS Warehouse, 132-140 Hampstead Rd and 142 Hampstead Rd	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
	Site 11 - Granby Terrace Depot	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
	Site 12 - 110-122 Hampstead Road (Former National Temperance Hospital)	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
	Site 13 - 1-39 Drummond Crescent (Euston Traffic Garage)	N/A – Development is completed

Site 14 - Westminster King'sway College, Regent's Park Centre, Longford Street	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
Site 15 - Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/Augustus St	Site is within the Euston Area Plan (EAP) area. As such, the existing 2013 SAP policy will continue be part of the development plan until the EAP is reviewed.
Site 16 - St Giles Circus	N/A – Development is completed
Site 17 - The Royal Mail Sorting Office, 21-31 New Oxford Street	N/A – Development is completed
Site 18 - Land Bound by New Oxford Street, Museum Street and West Central Street	Partly under Policy HCG3 – 1 Museum Street, partly completed development.

Site 19 - 12-42 Southampton Row & 1-4 Red Lion Squarew	Policy HCG2 – Former Central St Martins
Site 20 - Land Bounded by 50-57 High Holborn, 18-25 Hand Court, 45-51 Bedford Row & Brownlow Street	Policy HCG5i – Hand Court, 50-57 High Holborn
Site 21 - Senate House (north block) Malet Street	BC2b Senate House (NE quadrant), Malet Street
Site 22 - 26 Gordon Square and 15 Gordon Street	N/A – Development is completed
Site 23 - 20-22 Gordon Street/Wates House	N/A – Development is completed
Site 24 - Phoenix Place	Under construction/ advanced construction stage
Site 25 - Herbal House, 10 Back Hill	N/A – Development is completed
Site 26 - Land bounded by Wren Street, Pakenham Street, Cubit Street, Langton Walk	Policy IDS18 – Land bounded by Pakenham Street and Wren Street

Site 27 - 187-199 West End Lane	N/A – Development is completed
Site 28 - 156 West End Lane	Policy WHI5b - 156 West End Lane
Site 29 - O2 Centre Car park	Policy WHI2 – O2 Centre, carpark and car showroom sites
Site 30 - 100 Avenue Road, Swiss Cottage	Policy IDS20v – 100 Avenue Road
Site 31 - Belsize Road Car Park	N/A – Development is completed
Site 32 - Hawley Wharf, Water Lane and 39-45 Kentish Town Road	Under construction/ advanced construction stage
Site 33 - 202-212 Regent's Park Road (Roundhouse car park)	Under construction
Site 34 - 2-12 Harwood Street and Rear of 34 Chalk Farm Road	N/A – Development is completed
Site 35 - Bangor Wharf, Georgiana Street	Policy CSP7b – Bangor Wharf

	Site 36 - 57 - 71 Pratt Street, 10 - 15 Georgiana Street And Royal College Street	Considered as part of the SALP site assessment however it was decided that it was unlikely to become available.
	Site 37 - 24 - 58 Royal College Street	Policy CSP4 – Parcellforce and ATS Tyre Site
	Site 38 - 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus Health Centre & Nursery	Policy IDS20j - 113a,115 and 117 Wellesley Road - Bacton Low Rise
	Site 39 - 19-37 Highgate Road, Day Centre and 25 and 37 Greenwood Place	Policy KT7 – Highgate Centre
	Site 40 - Kentish Town Police Station, 10A,12A, 14 Holmes Road	Policy KT4 – Kentish Town Police Station
	Site 41 - Fire Station, 20 Highgate Road	Policy KT6 – Kentish Town Fire Station
	Site 42 - Former Nurses Hostel, 29 New End	Under construction/ advanced construction stage
	Site 43 - 40-49 St Edmunds Terrace, former car park and adjacent land to south of Barrow Hill Reservoir	N/A – Development is completed

Fitzrovia Area Action Plan - 2014	Opportunity Site 1 (Astor College)	N/A – Development is completed
	Opportunity Site 2 (Middlesex Hospital annex)	IDS20a - Middlesex Hospital Annex - 44 Cleveland Street
	Opportunity Site 3 (Arthur Stanley House)	IDS20c - Arthur Stanley House - 44-50 Tottenham Street
	Opportunity Site 4 (Tottenham Mews)	IDS2 - Former Tottenham Mews Day Hospital
	Opportunity Site 5 (Rosenheim Building)	N/A – Development is near completion
	Opportunity Site 6 (Odeon Site)	N/A – Development is near completion

	Opportunity Site 7 (Royal Ear Hospital)	N/A – Development is completed
	Opportunity Site 8 (Medical Students' Union)	N/A – Development is completed
	Opportunity Site 9 (Central Cross)	Policy IDS3 - Central Cross, 18-30 Tottenham Court Road and 1 and 2 Stephen Street
	Opportunity Site 10 (6-17 Tottenham Court Road)	Policy IDS20b - 1-5 Hanway Place and 6-17 Tottenham Court Road
	Opportunity Site 11 (80 Charlotte Street)	N/A – Development is near completion
	Opportunity Site 12 (Asta House)	N/A – Development is near completion
	Opportunity Site 13 (Network Building)	Policy IDS1 - Network Building and 88 Whitfield Street
	Opportunity Site 14 (61-63 TCR, 1-7 and 11-13 Goodge St)	N/A – Development is completed

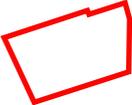
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2019

Planning Policy
and Implementation
planningpolicy@camden.gov.uk

London Borough of Camden
5 Pancras Square
London N1C 4AG
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Map Legend

	Site boundary		New or improved public space
	Other site allocation		Area of public realm improvement
	Area boundary		New active frontage
	Listed building or structure		New public route
	Local green space		Improved public route
	Public open space		New or improved urban greening
	SINC		New building line
	Viewing corridor		Structure to be removed
	Knowledge Quarter partnership area		
	Knowledge Quarter Innovation District Boundary		