



# 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

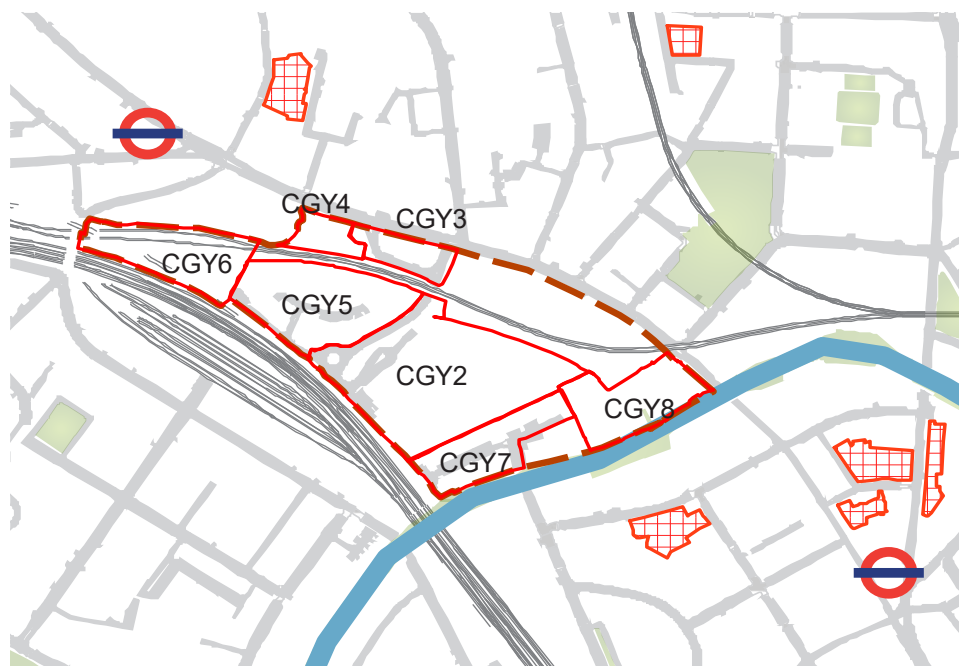


Figure 5.1: Policy CGY1 - Camden Goods Yard Area

## 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.

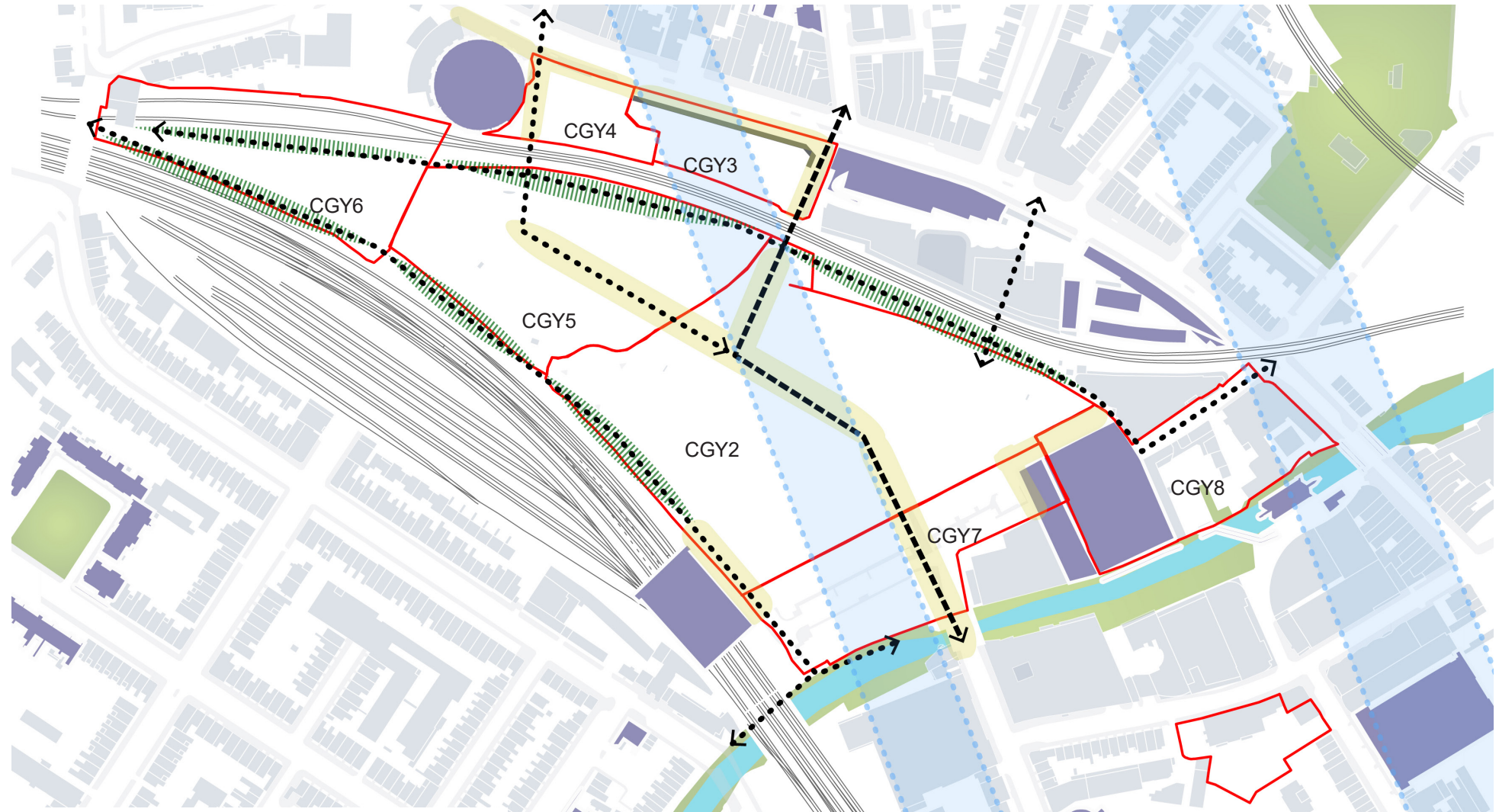


Figure 5.2: Policy CGY1 - Camden Goods Yard Area

## **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** 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.

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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?  
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## 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?

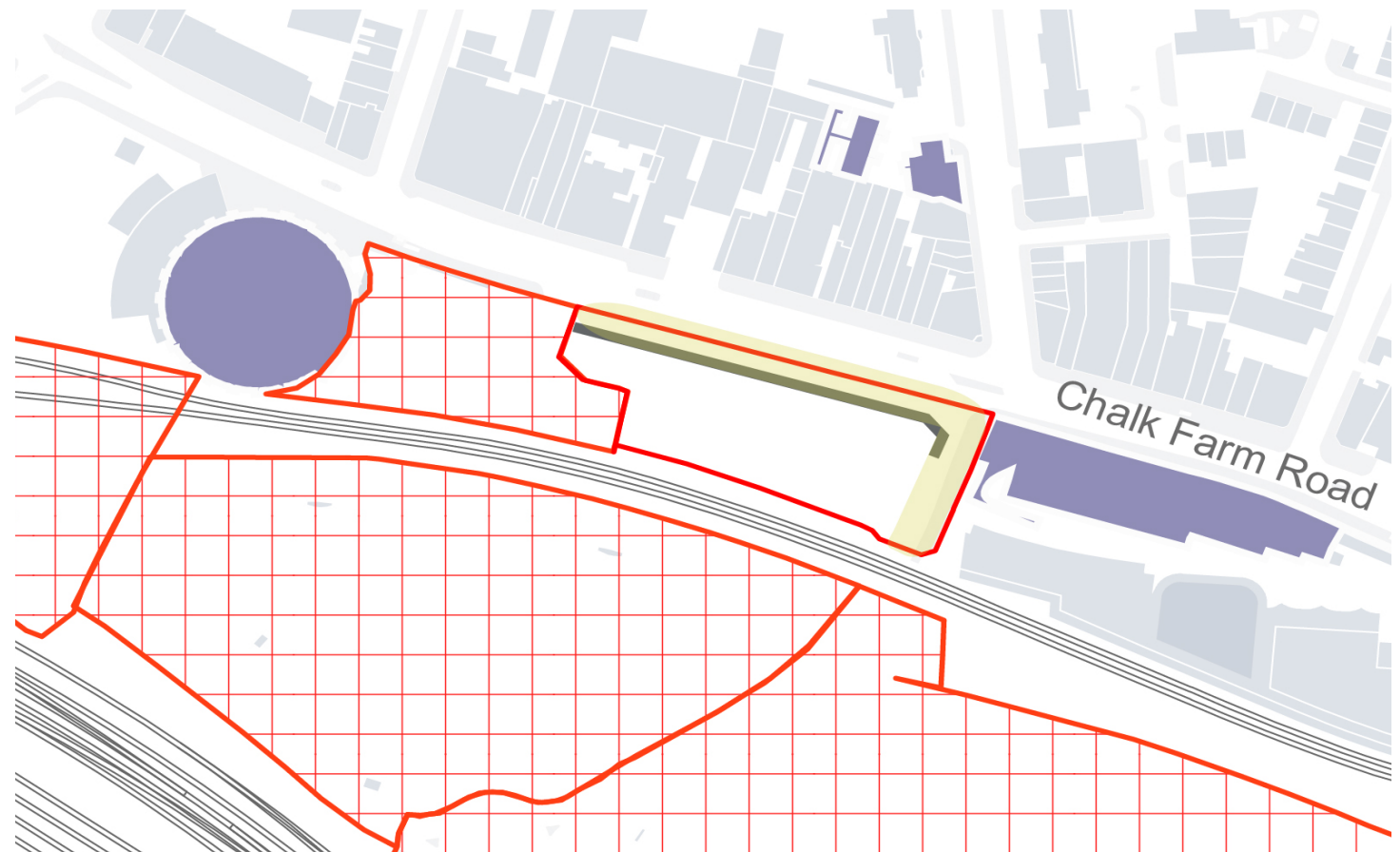


Figure 5.4: CGY3 - Morrisons Petrol Filling Station

## 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:

- B1 floorspace should be reprovided in line with the Camden Local Plan's employment policies
- 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
- 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.
- 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
- Assess the impact of proposals on locally important views of which those with the Roundhouse and Stables Market/Horse Hospital are particularly critical.
- Development must enhance the gap adjacent with the Roundhouse and enhance its setting by opening up views of this heritage asset.
- 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
- 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.

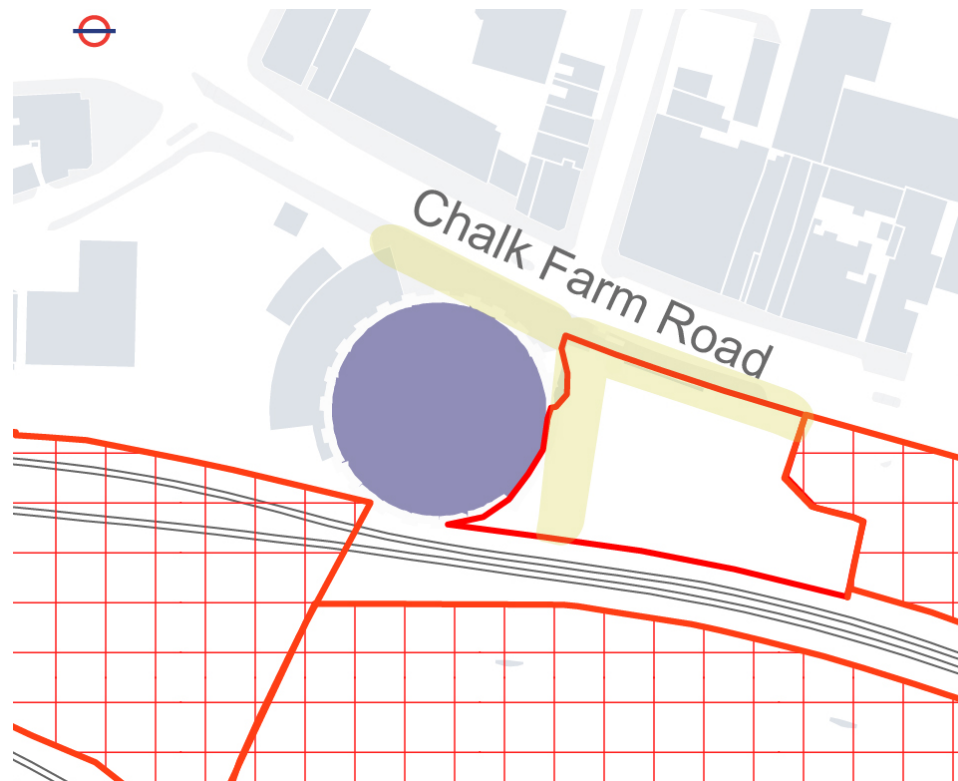


Figure 5.5: CGY4 - 100 Chalk Farm Road

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.

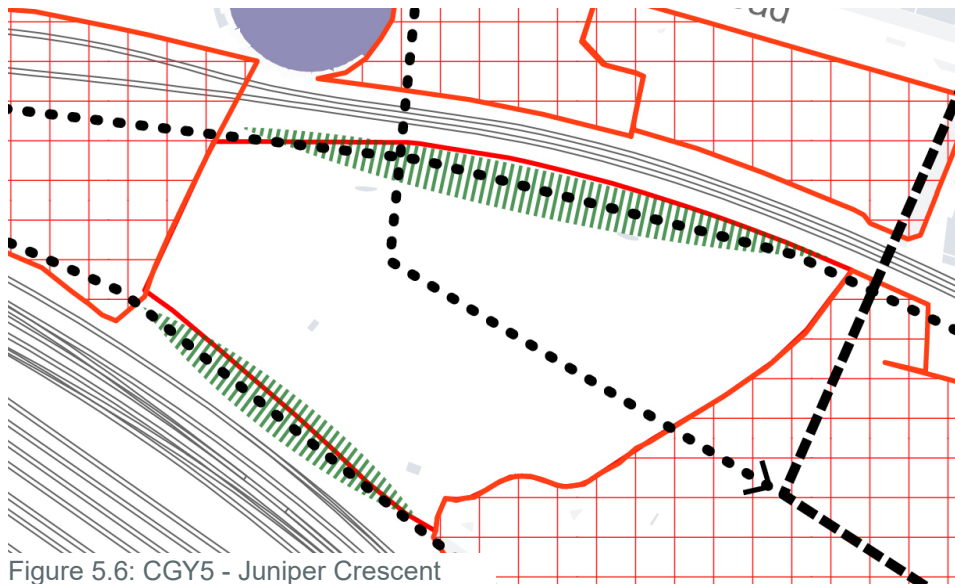


Figure 5.6: CGY5 - Juniper Crescent

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



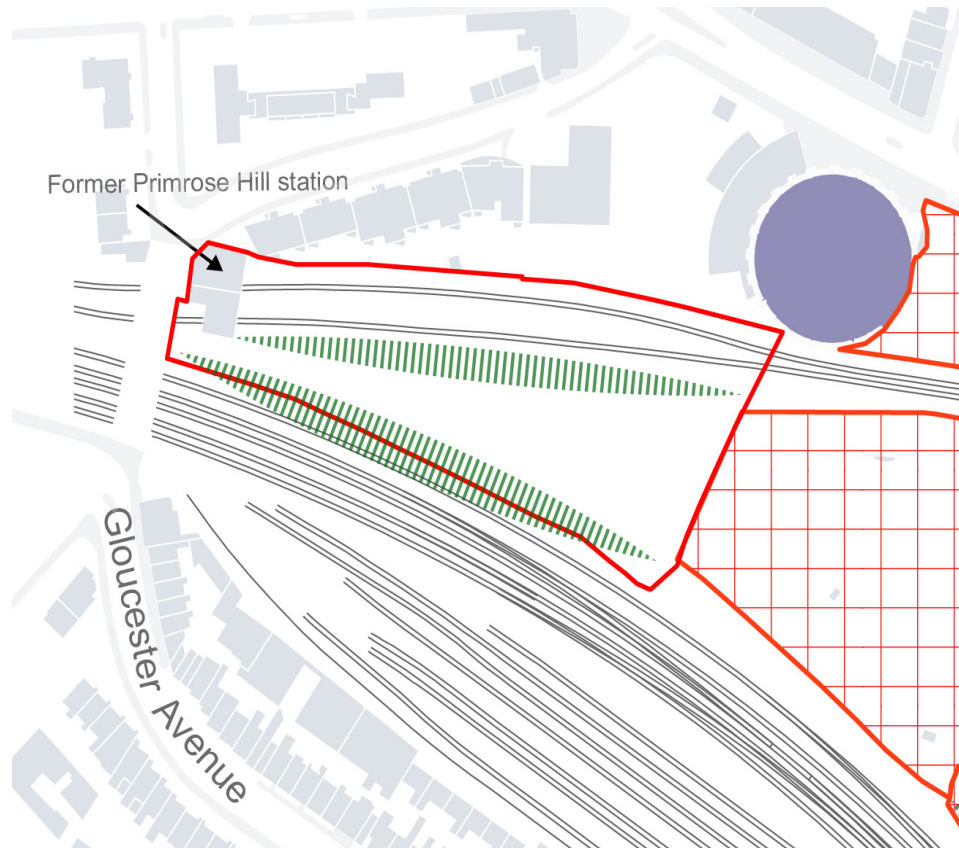


Figure 5.7: CGY6 - Network Rail Site at Juniper Crescent

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

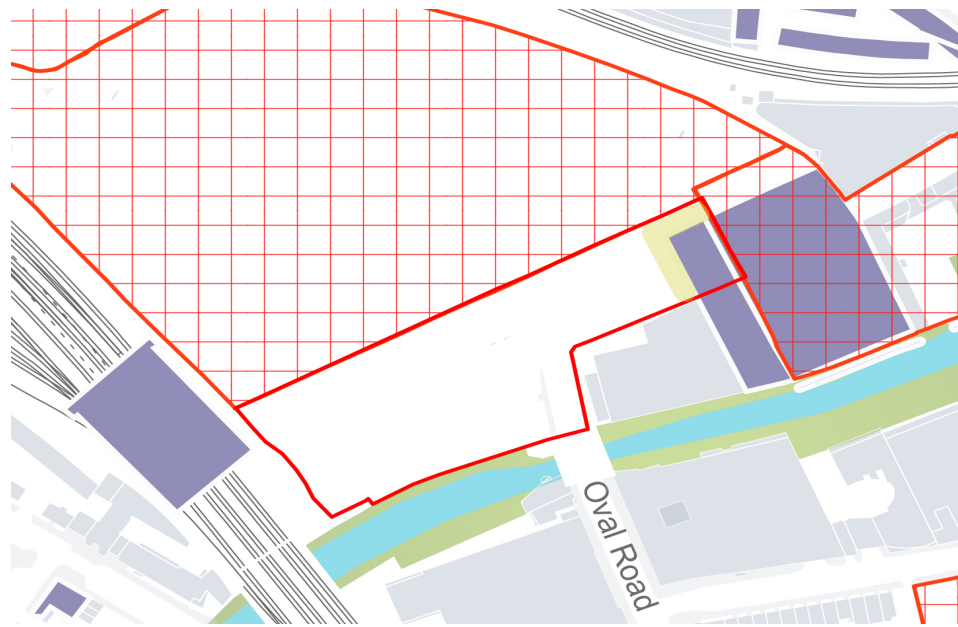


Figure 5.8: CGY7 - Gilbey's Yard

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:

- a. Intensification of this site will be supported where this delivers uses compatible with the creative and cultural strengths and character of Camden Town
- b. 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
- c. 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:

- d. Respond to potential changes in context provided by development proposals within the Morrisons site and Gilbey's Yard
- e. 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
- f. 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?