



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.

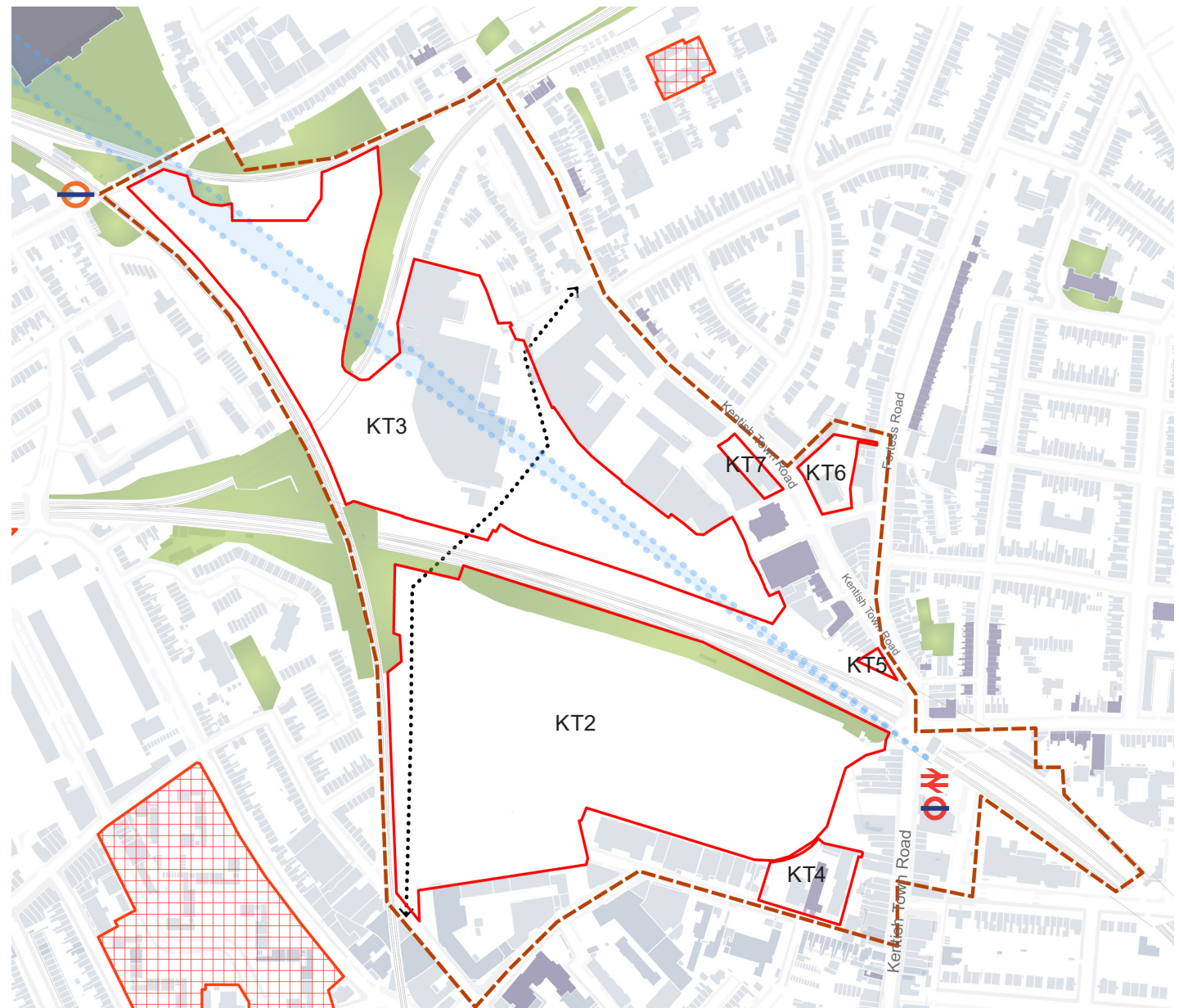


Figure 8.1: Kentish Town Area

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.

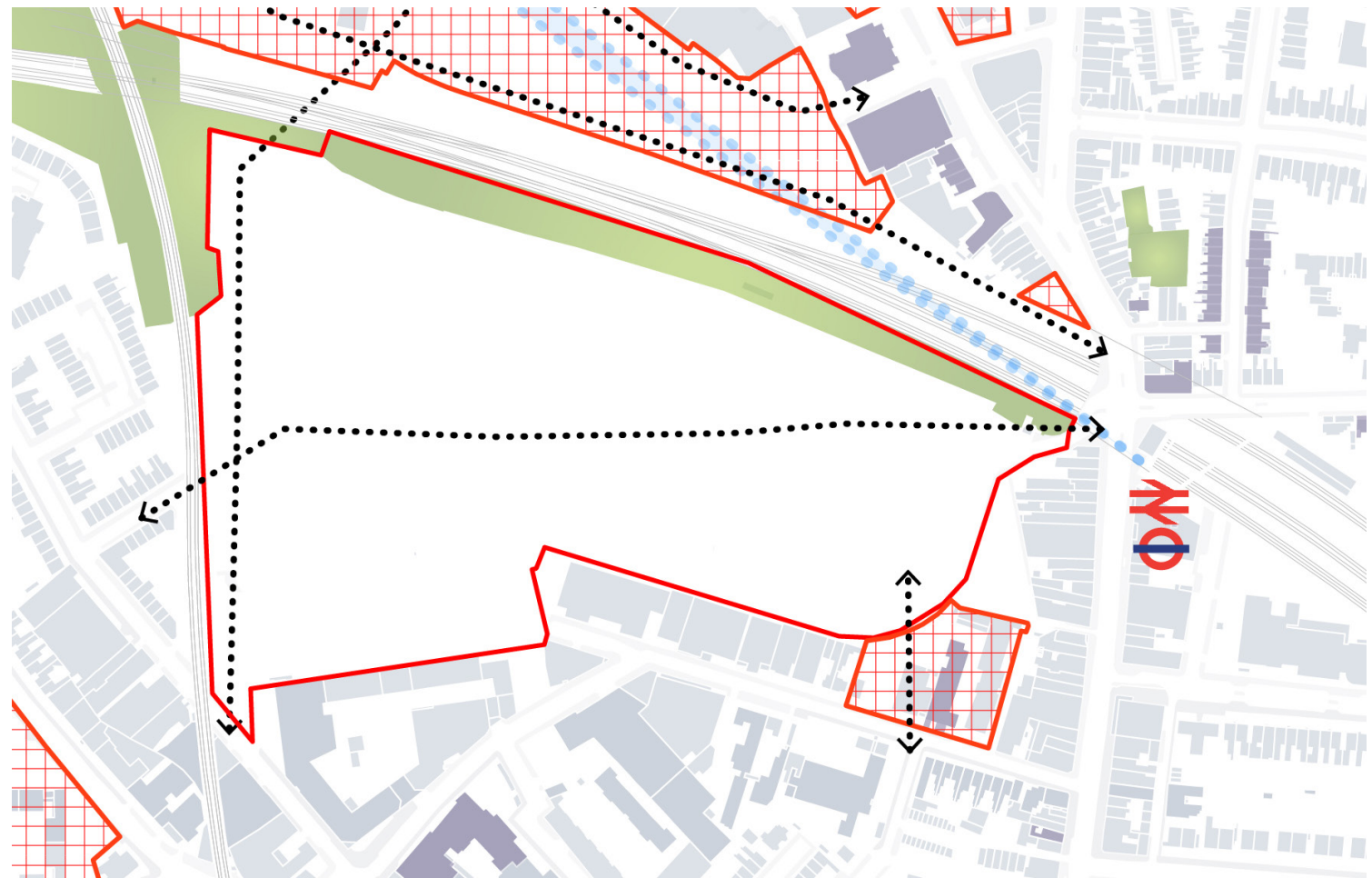


Figure 8.2: Regis Road Growth Area

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-focused 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

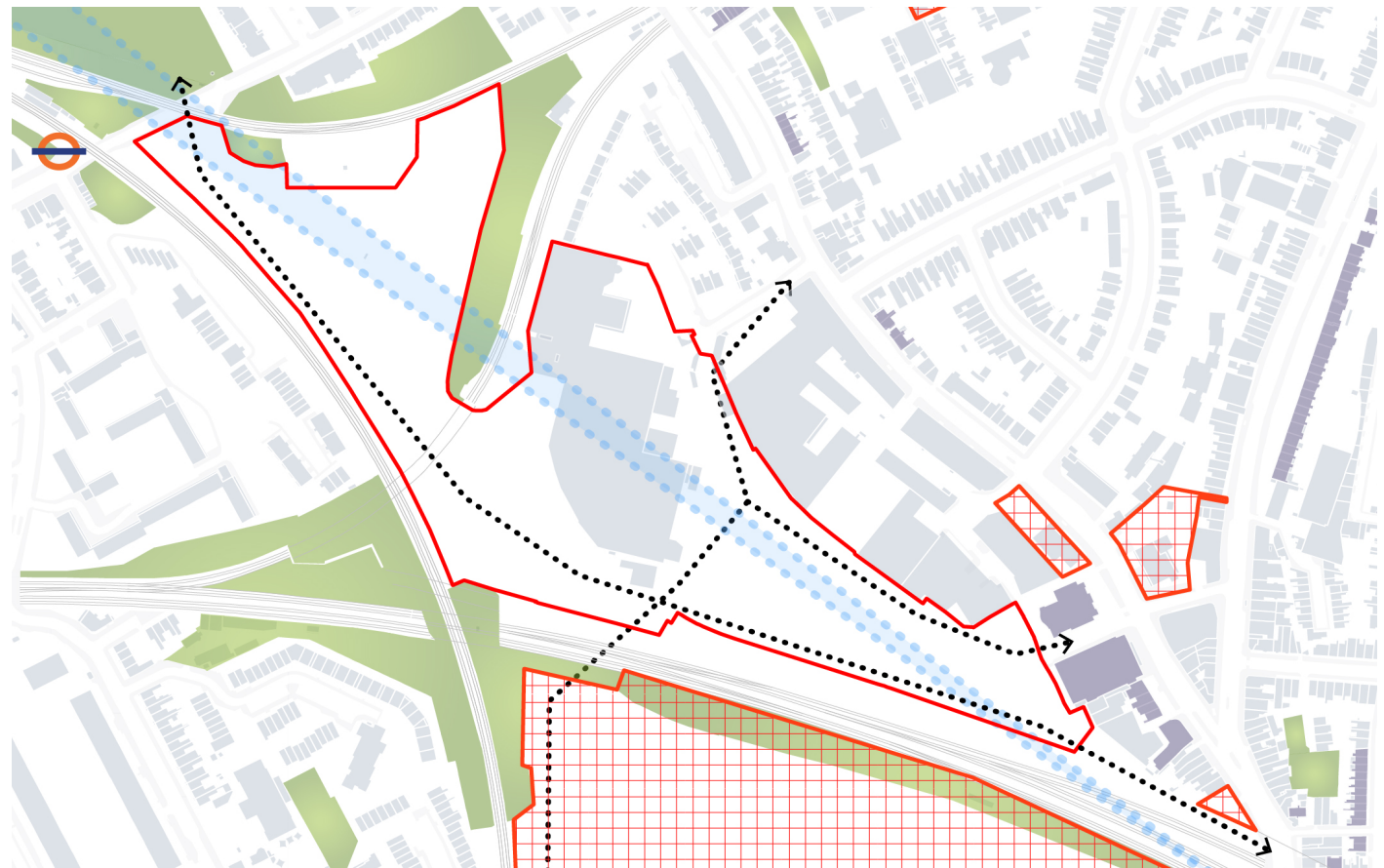


Figure 8.3: Murphy Site

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?
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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.

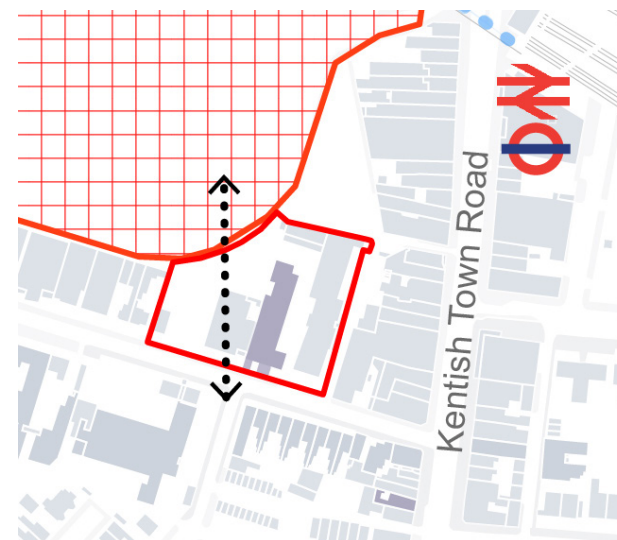


Figure 8.4: Kentish Town Police Station

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:

- a. Consider the operational needs of the Metropolitan Police Service
- b. Be designed to address both Holmes Road and Regis Road and seek to provide pedestrian and cycle access between them
- c. Preserve the listed police station building and not harm its setting
- d. Take account of the redevelopment of the Regis Road Growth Area and any development of adjacent sites
- e. 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

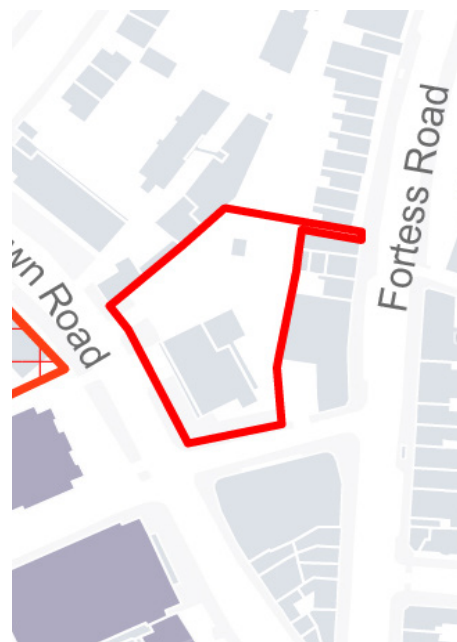


Figure 8.6: Kentish Town Fire Station

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?

