

# KENTISH TOWN NEIGHBOURHOOD PLAN GENERAL DEVELOPMENT POLICIES



Kentish Town Road

### SHOPPING & WORKING POLICIES

#### **POLICY SW1: SUPPORTING SMALL BUSINESS**

To promote small business, KTNF supports the retention and increase of floorspace for the use of small businesses.

##### **Reasoned Justification**

Proposals for new small business development will be supported. The economic health of Kentish Town is suffering as a result of the loss of at least 130 small businesses and offices since legislative changes were made to Town and Country (General Permitted Development) Order, in 2012. These changes permit change of use from business to residential without planning permission. A Town Centre needs a good mix of business and retail. Fewer young working people are coming into Kentish Town and shops and cafés are feeling the pinch.

KTNF will not support further loss of B1 uses (offices, research and development) and seeks to support and strengthen Camden policy DP13 to retain and increase small business and office floorspace. For the purpose of the KTNF, small businesses are defined as employing fewer than 50 people.

Camden Council applied for an Article 4 Direction to retain offices, but this was only enforced on 5 November 2015, (*see* [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)). In the meantime a large number of small businesses have lost their premises. This is indicated in the London Borough of Camden Report 19.11.13: Update on the recent changes to the General Permitted Development Order: 79 units lost in the KTNF Area. (Since then 44 units have been lost in Linton House and many others not documented here).

The commercial and chartered surveyor department of a reputable estate agency in Kentish Town has confirmed that there is an unmet need for employment premises within the KTNF Area. Camden Employment Land Review 2014 (URS / LB Camden) draws a number of key conclusions, including: "Kentish Town is emerging as a hub providing work-space for start-up, micro and small

business and there is evidence that former industrial buildings have recently been converted to accommodate these types of occupiers. The main points of note from the socio-economic analysis are that LB Camden will be experiencing a high degree of population growth to 2031."

"Within this menu of offers, perhaps the most critical issue in policy terms is to nurture growth of small, dynamic businesses, and this means having a ready stock of suitable premises available."

"Anecdotally, the shortage of affordable and readily useable workspace is hindering the growth of SMEs. There seems to be a general belief that these spaces will become more common in the next few years as the market response to demand and start up and small businesses realise that these spaces can offer an affordable way for entrepreneurs to test their ideas... Given the recent growth in co-working and managed space solutions, which is a response to the growing recognition of the strength and vibrancy of the SME sector, it is likely that the market is finding a means of providing affordable space to occupiers not otherwise able to enter the more traditional market (deterred by the up-front deposits on rent, fixed term leasing periods and inflexible break clauses, for example)."

Policy SW1 conforms to Core Strategy Policies CS5 and CS8 and Development Plan Policy DP13. The following documents provide further background to this policy: Camden CPG 5 Town Centres, Retail and Employment; Camden Retail Study update 2008; Camden Business Premises Study 2011; Camden Retail and Town Centre Study (GVA 2013); Camden Local Economic Assessment, May 2011; Kentish Town Centre Retail Profile (Camden Economic Development Team, 2010); Town Centres SPG Greater London Authority July 2014.



**POLICY SW2: PROTECTION OF SECONDARY SHOPPING FRONTAGES**

**KTNF will resist change of use proposals that result in less than 60% of the premises being in A1 Retail usage in Secondary Shopping Frontages.**

**In order to avoid vacant retail premises in Secondary Shopping Frontages where proposals may result in less than 60% of the premises being in A1 Retail usage in Secondary Shopping Frontages, applicants should demonstrate by submitting with their planning application:**

- a) an up to date marketing report; and
- b) contemporary financial viability assessment

**that there is no reasonable prospect that A1 retail use is viable.**

**Where a marketing report and financial viability assessment have been submitted to the local planning authority, applicants should be to fund a “peer” review of both the marketing report and viability assessment at the cost of the applicant, if requested by the local planning authority.**

**Reasoned Justification**

In Kentish Town Road, the Secondary Frontages are north and south of the Core Frontage which is east side 124 – 282, west side 189 Kentish Town Road – 10 Fortess Road. Retail in the Core Frontage is fairly well protected by Camden’s policy of generally resisting proposals that would result in less than 75% of the premises being in retail use. (CPG5). In Secondary Frontages the Council will generally resist proposals that would result in less than 50% of the premises in Secondary Frontages being in retail use.

An over-concentration of non-retail uses within a Secondary Frontage detracts from its shopping function and prejudices the vitality and viability of the area as a whole. It is therefore necessary to protect the shopping function by controlling the balance of retail and non-retail uses.

This policy seeks to improve the current mix of uses by restricting the amount of non-retail uses permissible.

KTNF has surveyed the Core and Secondary Frontages in Kentish Town Road (*see Appendix 2, p.71*). In the Core Frontage of Kentish Town Road, out of 120 premises the percentage of A1 Shops usage is 61% while in the combined Secondary Frontages north and south of the Core Frontage, out of 99 premises the percentage of A1 Shops usage is only 32%.

This evidence demonstrates that the Secondary Frontages in Kentish Town Road are not thriving. There are distinct signs of decay in these areas. Strengthening of the CPG5 Guidance will be supported and the Council are encouraged to resist proposals that would result in less than 60% of the premises in Secondary Frontages being in retail use. A 50/50 division means that the area is not predominantly retail and has lost character and viability as a shopping area.

Applicants should refer to Camden Borough Council’s supplementary planning guidance (CPG5)

which shows the designated retail frontages and explains how the Council calculates the proportion of non-A1 uses.

In the light of the comparative weakness of Secondary Shopping Frontages in Kentish Town and despite the protection afforded to retail premises by this policy, there remains a risk that without some flexibility an unintended consequence could be that vacancy rates rise in these areas due to lack of effective demand. Accordingly, where there is risk that proposals would result in less than 60% of the premises in Secondary Frontages being in retail use, applicants for changes of use should demonstrate by means of a market report and a financial viability assessment that there is no reasonable expectation that the premises will be reused for A1 retail use.

In the event of planning applications being made for change of use or redevelopment, it is expected that a marketing report should form part of the planning proposals demonstrating how the property has been actively marketed for a period of not less than 12 months prior to the planning application being made. The marketing report shall include details of the interest generated and viewings that have taken place together with copies of correspondence relating to interest expressed in the property and indicate the reasons why occupancy has not been achieved for the existing use.

In addition, a financial viability assessment should accompany the planning application demonstrating why the existing use is unviable based on current market evidence. The applicant should be willing for both the marketing report and viability assessment to be peer reviewed at the discretion of the Council, using agents appointed by the Council, but on the understanding that cost of each peer review will be met by the applicant.

Policy SW2 conforms to Core Strategy Policies CS5 and CS8 and Development Plan Policy DP13.

The following documents provide further background to this policy: Camden CPG 5 Town Centres, Retail & Employment; Camden Retail Study Update 2008; Camden Business Premises Study Final 2011; Camden Retail and Town Centre

Study 2013; Camden Local Economic Assessment May 2011; Kentish Town Centre Retail Profile (Camden Economic Development Team, 2010); Town Centres SPG Greater London Authority July 2014.

**POLICY SW3: CONSECUTIVE SECONDARY SHOPPING FRONTAGES**

**Within Secondary Shopping Frontages proposed changes of use resulting in more than two consecutive frontages being in non-A1 Retail usage will be resisted.**

**In order to avoid vacant retail premises in Secondary Shopping Frontages where proposals may result more than two consecutive frontages being in non-A1 Retail use, applicants should demonstrate by submitting with their planning application:**

- a) an up to date marketing report; and
- b) contemporary financial viability assessment that there is no reasonable prospect that A1 retail use is viable.

**Where a marketing report and financial viability assessment have been submitted to the local planning authority, applicants should be to fund a “peer” review of both the marketing report and viability assessment at the cost of the applicant, if requested by the local planning authority.**

**Reasoned Justification**

In Kentish Town Road the Secondary Frontages are north and south of the Core Frontage which is east side 124 – 282, west side 189 Kentish Town Road – 10 Fortess Road. A1 Shops usage within the Core Frontage is fairly successfully protected by Camden’s policy of generally resisting proposals that will result in less than two consecutive premises being in non-retail use (CPG5 and DP12). In Secondary Frontages Camden’s limit is three consecutive non-retail premises.

An over-concentration of non-retail uses within a Secondary Frontage detracts from its shopping function and prejudices the vitality and viability of the area as a whole. It is therefore necessary to protect the shopping function by controlling the balance of retail and non-retail uses. Policy SW3 seeks to improve the current mix of uses by restricting the number of consecutive non retail uses permissible.

Camden Policy DP12 seeks to prevent concentrations of uses that will harm a centre’s attractiveness to shoppers. The proliferation of three (or more) consecutive non-retail premises is affecting the character and vitality of the Secondary Frontages.

KTNF has surveyed the consecutive frontages in the Secondary Frontages in Kentish Town Road (*see Appendix 3, p.72*). In the Secondary Frontages in Kentish Town there are eight instances of three or more consecutive non-A1 Shops usage premises.

However, in the light of changing retail demands, in instances where it can be demonstrated by market evidence and financial viability assessment that insufficient demand exists to prevent retention of A1

use, change of use will be considered in these circumstances within secondary retail frontages and having regard to other matters within the Plan.

In the event of planning applications being made for change of use or redevelopment, it is expected that a marketing report should form part of the planning proposals demonstrating how the property has been actively marketed for a period of not less than 12 months prior to the planning application being made. The marketing report shall include details of the interest generated and viewings that have taken place together with copies of correspondence relating to interest expressed in the property and indicate the reasons why occupancy has not been achieved for the existing use.

In addition, a financial viability assessment should accompany the planning application demonstrating why the existing use is unviable based on current market evidence. The applicant should be willing for both the marketing report and viability assessment to be peer reviewed at the discretion of the Council, using agents appointed by the Council, but on the understanding that cost of each peer review will be met by the applicant.

Policy SW3 conforms to Core Strategy policies CS5, CS7 and CS8 and Development Plan Policy DP12. The following documents provide further background to this policy: Camden CPG 5 Town Centres, Retail and Employment; Camden Retail Study Update 2008; Camden Business Premises Study 2011; Camden Retail and Town Centre Study (GVA 2013); Kentish Town Centre Retail Profile 2010; Camden Retail Frontages Survey 2013; Town Centres SPG Greater London Authority July 2014.



DESIGN POLICIES

**POLICY D1: THE VIEW OF PARLIAMENT HILL**

The uninterrupted view towards Parliament Hill from the area adjacent to Kentish Town Station as defined in the “Protected Corridor” and “Peripheral Corridor” identified on Maps 2 and 3, is required to be maintained, as far as possible, for future generations. Development that takes place within the “Peripheral Corridor”, must be compatible with the view in terms of its setting, scale and massing.

**Reasoned Justification**

The role of design and its setting, scale and massing will be important considerations and become even more critical with any development that takes place within the “Protected Corridor” and to a lesser although still significant extent within the “Peripheral Corridor” identified on the Plan.

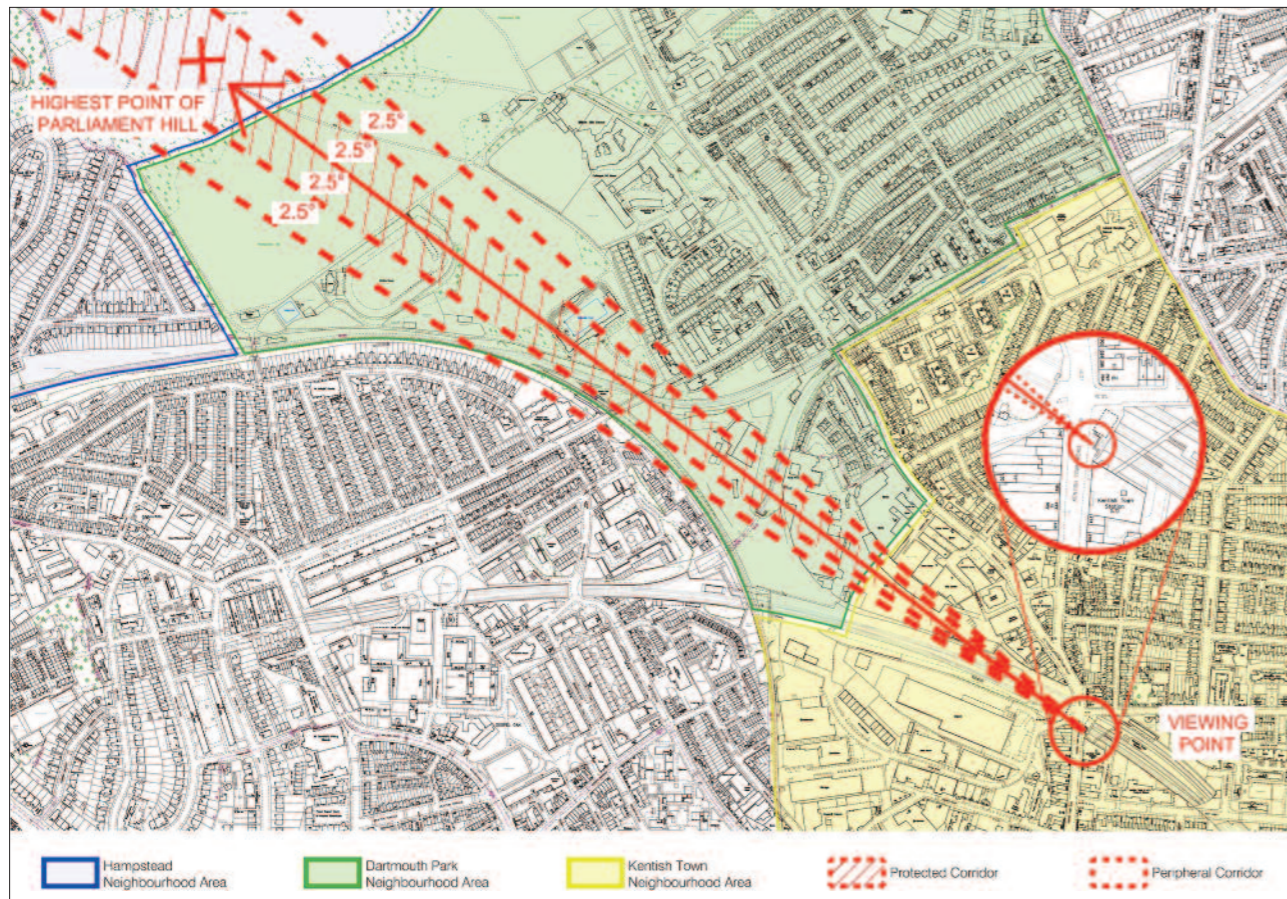
In our street engagements with the public, one of the most commonly mentioned wishes was that this view of Parliament Hill and trees must be protected. The view is cherished by local people and visitors alike. The space is accessible and makes the environment more inviting. In this very built-up area it is the only chance to get a long green view.

KTNF understands that the view outside the borders

of the KTNF Area cannot be protected by this policy. Much of the area outside the borders of KTNF is included in Dartmouth Park Neighbourhood Forum’s area. KTNF has agreed a Memorandum of Understanding with DPNF and DPNF has sent KTNF a letter agreeing in principle with Policy D1 The View of Parliament Hill (see Appendix 4 p.73). We have also discussed the policy with the management of the Murphy Site.

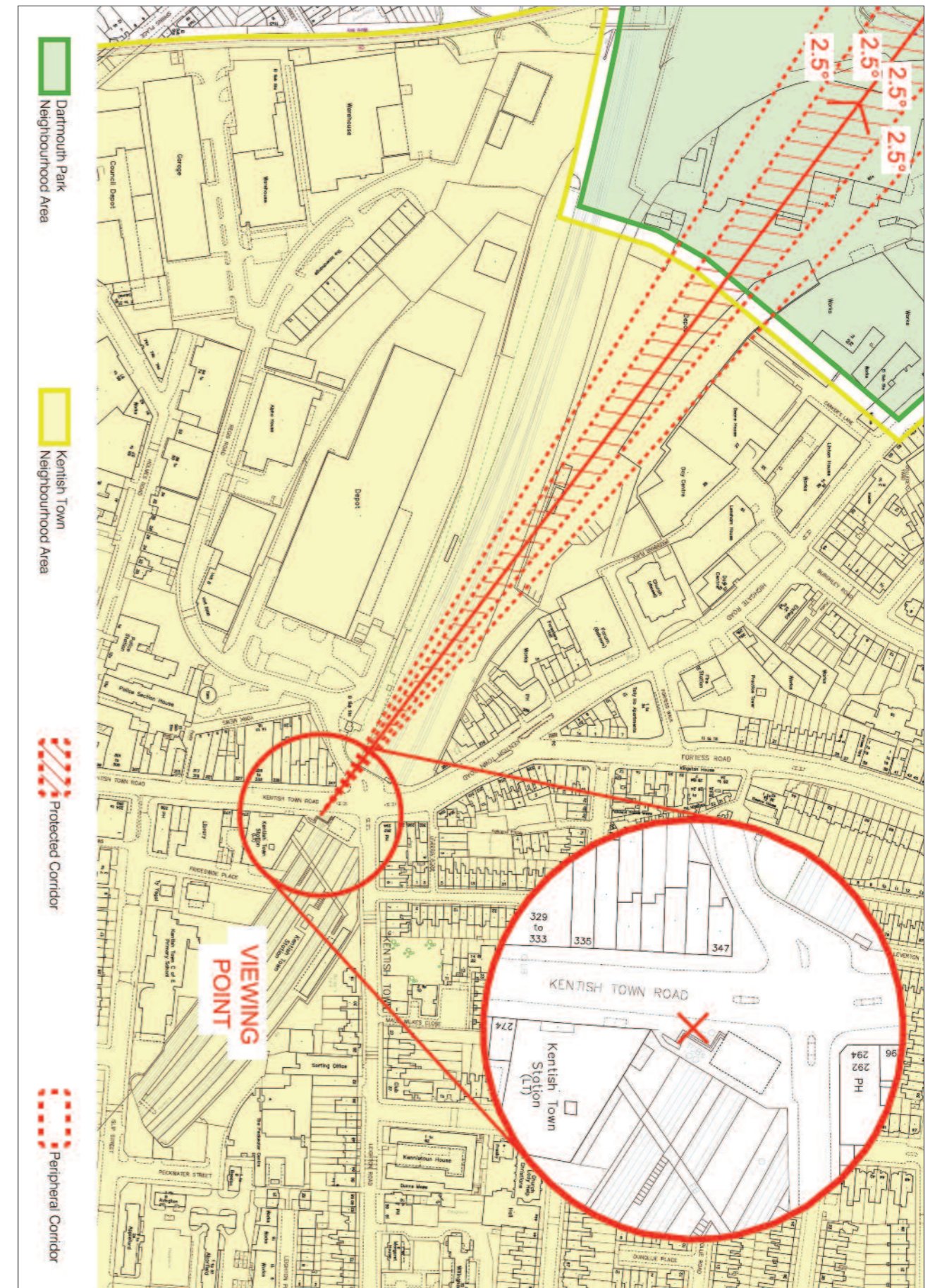
“A view of trees is, along with the availability of natural areas nearby, the strongest factor affecting people’s satisfaction with their neighbourhood.”  
*Design Council CABE – The Value of Public Space.*

Policy D1 conforms to The National Planning Policy Framework: NPPF 73, 74, 109 and Camden policies CS5, CS14, CS15, CS16.



▲ Map 2: this illustrates the protected view from a point adjacent to Kentish Town Station towards the crown of Parliament Hill. From the central line of view, a corridor of 2.5 degrees to either side is to be maintained as far as possible, including the view across the part of the Murphy Site in the Kentish Town Potential

Development Area. To each side of the main protected corridor, a further 2.5 degrees zone is defined, in which great care and justification must be made for any new development. Policy D1 seeks to manage development within the part of the viewing corridor in the Kentish Town Neighbourhood Area.



▲ Map 3: this is a close up of the protected and peripheral view corridors from the viewpoint adjacent to Kentish Town Station. The Map identifies buildings and their respective boundaries. Policy D1 seeks to manage development within the part of the viewing corridor in the Kentish Town Neighbourhood Area.



**POLICY D2: RAILWAY LANDS**

Any future proposals for development that involve rafting over the railway land from Gospel Oak to Kentish Town Station and from Kentish Town Station to Camden Road will be given consideration in terms of the following criteria:

- a) Their environmental and transport impacts
- b) Their impact on the implementation of the policies and proposals in the KTNP
- c) Their contribution to provision of additional housing in accordance with CS6, DP2, DP3, DP5
- d) Their contribution to the development of green links within the neighbourhood
- e) Their economic benefit
- f) An assessment of viability on proposals coming forward.

**Reasoned Justification**

The Plan promotes sustainable development to meet the growing demands of London and L B Camden. In the preparation of the Plan consideration was given to the scope for creating additional development capacity by rafting over railway land, including consultation with Network Rail and TfL. As a result it has been concluded that, although there is no plan for such a development at present, the NP must provide the basis for considering any such proposal that may come forward during the 15 year lifetime of the Plan.

KTNF will therefore support proposals that create new well-designed residential accommodation, including affordable and wheelchair accessible housing, that is in keeping with the surrounding area in terms of scale and massing and which either:

- a) create a new green public thoroughfare for pedestrians and bicycles on the same alignment as the railway, lined with residential properties; or
- b) reinstate frontages along Islip Street, Caversham Road, Gaisford Street and Bartholomew Road / Osenev Crescent in scale and harmony with the existing houses.

Therefore, any such proposal to raft over the railway line from Gospel Oak to Camden Road which is consistent with the objectives of the KTNP, especially if it allows the creation of a green route, will be supported. It is recognised that any proposal to raft over the railway raises issues of viability. Therefore should an extensive

rafted area prove uneconomic, then lesser scale rafted areas (e.g. stand-alone bridges to improve linkage) will be encouraged. Additionally, if proposals involve development on one side only – Regis Road Site or Murphy Site (see Policy SP2) – then these will be arranged with consideration for potential linkage across the railway line at a later date, as and when the opposite side is developed. Any rafting plan must be subject to environmental safeguards.

Rafting over the railway line to the west has the potential to have significant negative effects on biodiversity. At this point it is not possible to say anything more definite about potential effects on biodiversity although it is acknowledged that the proposed Policy D2 does require environmental impacts to be considered. It is also likely that a proposal for substantial rafting would be subject to Environmental Impact Assessment.

In addition to the full set of feasibility studies that will be required if a development proposal is introduced, any development will be carried out with the full co-operation of existing landowners, residents and businesses.

Policy D2 conforms to Camden Core Strategy 2010-2025 CS1, CS2, CS5, CS6, CS8, CS16, Development Policies (2010) DP2, DP3, DP5, DP16, DP17, DP22, DP24, DP26, DP28 and DP31. The London Strategic Housing Land Availability Assessment 2013 (GLA) provides further background to this policy.

**POLICY D3: DESIGN PRINCIPLES**

**Applications for the development of new and the redevelopment of existing buildings (which may include demolition, alteration, extension or refurbishment) will be supported where they meet the following criteria:**

- a) Proposals must be based on a comprehensive understanding of the site and its context
- b) Proposals must be well integrated into their surroundings and reinforce and enhance local character, in line with paragraph 64 of the NPPF
- c) Proposals must identify and draw upon key aspects of character, or design cues from the surrounding area. Appropriate design cues include grain, building form (shape), scale, height and massing, alignment, modulation, architectural detailing, materials, public realm and boundary treatments
- d) Design innovation will be encouraged and supported where appropriate
- e) Design proposals must be of the highest quality and sustainable, using materials that complement the existing palette of materials in the surrounding buildings
- f) Proposals must enhance accessibility in buildings by taking into account barriers experienced by different user groups.



◀ Montpelier Nursery.  
AYA Architects.  
Photograph by  
Daniel Stier.



◀ Iconic gate: 1B Lady  
Margaret Road. ABK Architects



▼ Kentish Town Health  
Centre, 2 Bartholomew  
Road. Allford Hall  
Monaghan Morris  
Architects

**Reasoned Justification**

Policy D3 supports opportunities for high quality innovative design unless this will be harmful to areas of homogeneous architectural style. NPPF paragraph 63 identifies the value of outstanding or innovative designs in raising the standard of design more generally in an area.

Development must respect the historic appearance of Kentish Town in order to reinforce rather than detract from its local distinctiveness. Inappropriate development over the decades has left a legacy of poorly designed frontages that are out of keeping with the local area and have a negative impact on the visual amenity and sense of the area. KTNF requires new development to be design-led, determined by the nature of the site, its context, the proposed use(s) and urban design objectives.

In recent years, applications for some badly designed buildings have been approved by Camden despite local opposition. For this reason a policy for high quality innovative design is clearly necessary.

Given the significance of this policy, a Design Review may be required to be undertaken on major schemes to help to develop exceptional design quality.

Policy D3 conforms to the policies set out in the following documents: Camden Core Strategy (2010-2025) CS14, and supported by Development Policies (2010), DP 24 and supported by CPG1; Kentish Town Conservation Area Appraisal and Management Strategy (2011); Camden Streetscape Design Manual (2005); Town Centres SPG Greater London Authority July 2014; Shaping Neighbourhoods: character and context Supplementary planning guidance GLA June 2014; Urban Design Compendium 2 – MADE.



**POLICY D4: NON-DESIGNATED HERITAGE ASSETS Map 4**

Camden Council's Local List specifies Non-Designated Heritage Assets. KTNF has identified eight fine buildings and features omitted from the Local List which KTNF has identified as Non-Designated Heritage Assets.

These comprise:

- Torriano Estate, NW5 2SU,
- Willingham Close Estate, NW5 2UY
- 298 Kentish Town Road, NW5 2TG
- 87 Kentish Town Road, NW1 8NY
- Concrete and mosaic brutalist sculpture situated on the Raglan Estate, Raglan Street NW5 3BX
- The Canopy, Kentish Town Square NW5 2AA
- Leverton Place, NW5 2PL
- Drinking fountain in front of canopy outside Kentish Town Station NW5 2AA

KTNF would support the inclusion of these Non-Designated Heritage Assets in the Local List on next review.

**Reasoned Justification**

Camden has identified a number of buildings and features in the Kentish Town Area in the 2015 Local List. The Local List consists of buildings and sites in Camden that make a positive contribution to its local character and sense of place. These are known as 'Non-Designated Heritage Assets'.

The criteria used for Camden's Local List are:

- (i) Architectural significance;
- (ii) Historical significance;
- (iii) Townscape significance;
- (iv) Social significance.

All assets had to satisfy a minimum of two criteria with at least one being either criteria (i) or (ii).

Camden's Local List recognises elements of the

historic environment that are not already designated in another way e.g. buildings listed by Historic England Grade I, II\*, II, or those in Conservation Areas.

Policy D4 conforms to the NPPF, paragraph 135 and Camden Core Strategy Policy CS14, Development Policy DP25. The following background documents inform Policy D4: CPG1 Design and DP25; Kentish Town Conservation Area Appraisal & Management Strategy (2011); Shaping Neighbourhoods: character and context supplementary planning guidance GLA June 2014; Town Centres SPG Greater London Authority, July 2014.



▲ Torriano Estate, was built in the 1930's and designed by A. J. Thomas who built Kennistoun House (on Camden's Local List) and Camden Town Hall (Grade II listed).



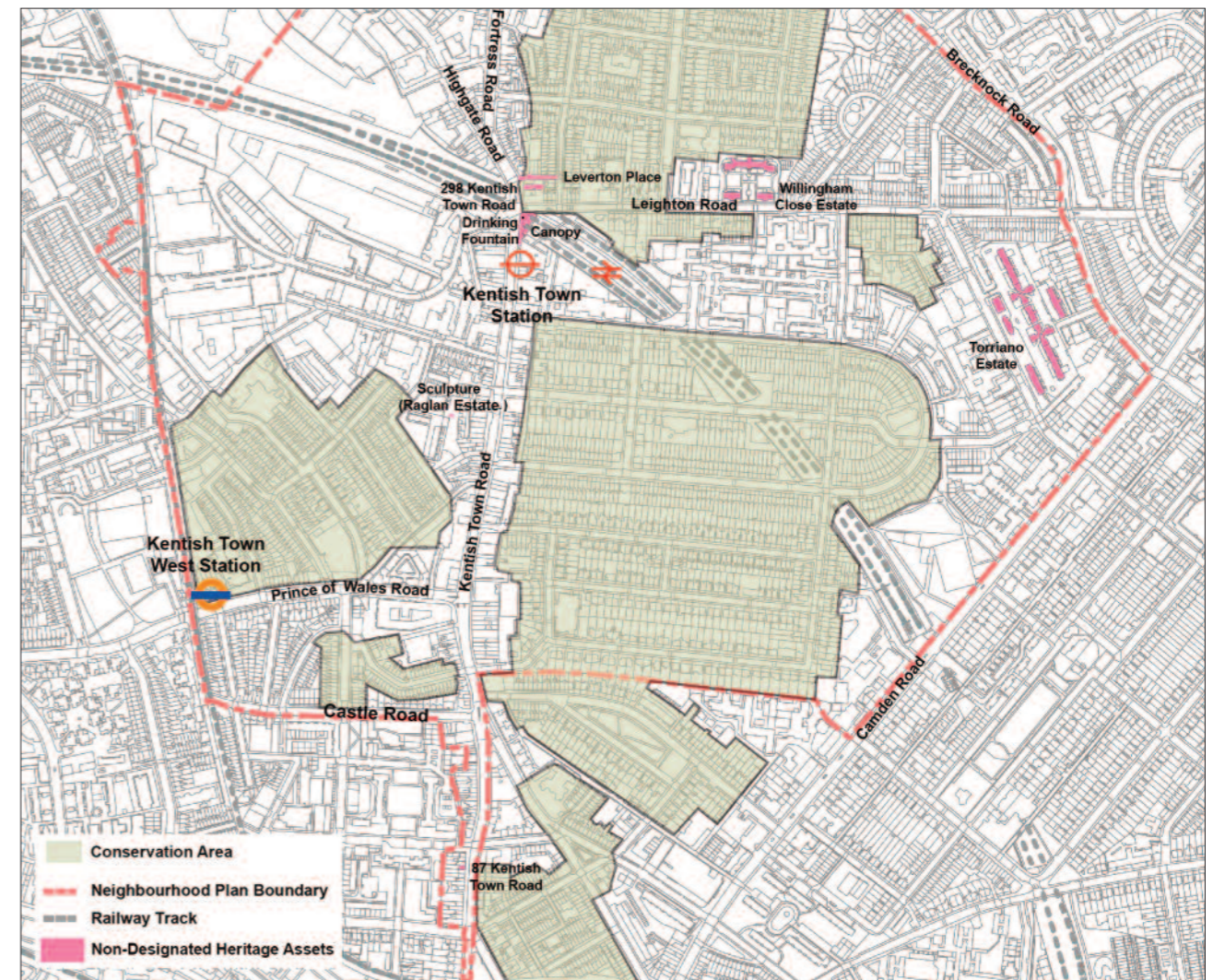
▲ Willingham Close Estate, is composed of three blocks. Willingham was built first as mews properties and took a direct hit from a bomb. It was rebuilt, followed by Rosemary and Margaret House. The Estate was designed and built by a St Pancras in-house team. It was opened in 1952. Cecil Rhodes House in Camden Town was built using the same basic design. One of the residents says, "The Estate is a wonderful example of council-built buildings. The layout, either by design or luck, has produced a great community spirit among us all and I am a great believer that buildings do affect how people live."



▲ 298 Kentish Town Road, Joe's Southern Kitchen, was previously the Kentish Town police station from 1862 – 1896. The building replaced a row of cottages called Hayman's Row. The architect is unknown.



▲ 87 Kentish Town Road was the birthplace, above her father's tobacconist's shop, of Dame Lilian Barker 1874-1955 (first woman Prison Commissioner for England & Wales and significant social campaigner).



▲ Map 4: Non-Designated Heritage Assets





◀ Concrete and mosaic brutalist sculpture situated on the Raglan Estate, Raglan Street. This is unusual example of 1960's civic art, in need of reconditioning of mosaics.

▼ The Canopy, Kentish Town Square, is a fine example of Victorian station ironwork. Built in Elstree station in 1868. Erected beside Kentish Town Station in 1982.



▲ Leverton Place is a rare example of a virtually intact and continuous granite setted carriage way. Continuity is broken only by some patching and a break where it intersects with Leverton Street. The high quality of setts, gutters and kerbs creates a consistency of setting for the variety of building types in this lane.



▲ Drinking fountain in front of canopy outside Kentish Town Station. Stone fountain erected in 1870 In Memory of Joseph Payne. Inscribed "This Memory of the Just is Blessed".

GETTING AROUND POLICIES

**POLICY GA: STEP-FREE ACCESS IN KENTISH TOWN STATIONS**

The implementation of step-free access in rail and underground stations in the KTNF Area will be supported. This policy will be subject to assessment of viability on proposals coming forward.

**Reasoned Justification**

KTNF supports the implementation of step-free access in all three railway and underground stations in the KTNF Area: Kentish Town Underground Station (Transport for London), Kentish Town Station (Thameslink), and Kentish Town West Station (London Overground). This policy is location-specific and adds to Local Plan policies. Access is a planning matter and strategic and local policy supports accessibility. Future residential and commercial development will increase demand for transport services and transport provision will have to be made for the disabled and parents with small children.

Subject to viability CIL Levy funding, where appropriate, will be used to help Transport for London, Thameslink and London Overground achieve accessibility. Any development plans,

at any of these stations, must directly address the issue of creating step-free access.

Kentish Town is a central location in London with close proximity to the West End and the City of London. The area offers excellent public transport links to central London and beyond. However, none of the stations in the KTNF Area have step-free access. None of our local stations are scheduled to become step-free in TfL's declared programme 2015-2021. Statistics for all three of these stations show a large number of exits and entrances in 2013 for every day of the week (*see Footfall Statistics in Appendix 5, p.74*) and every year these numbers are recorded by TfL as increasing very steeply: the entries and exits in Kentish Town West station increased by 250% between 2008/2009 and 2013/2014 (567,036 to 1,983,198). The entries and exits in Kentish Town Thameslink station increased



▲ Kentish Town West – London Overground Station





▲ Kentish Town Thameslink and London Underground Station

by 111% between 2008/2009 and 2013/2014 (884,654 to 1,869,356). The entries and exits in Kentish Town Underground station increased by 6% between 2009 and 2014 (7.28 million to 7.72 million).

The nearest stations (ignoring Euston, King's Cross and St. Pancras) WITH step-free access are: Camden Road; Gospel Oak and Hampstead Heath (all London Overground).

The nearby stations (ignoring Euston, King's Cross and St. Pancras) WITHOUT step-free access are: Kentish Town Thameslink; Kentish Town West (London Overground); Kentish Town Underground; Tufnell Park Underground; Camden Town Underground and Mornington Crescent Underground.

Following our consultation, Transport for London noted that Policy GA supports the implementation of step free access at Kentish Town and Kentish Town West stations and identifies this as a CIL priority for the portion of CIL receipts collected by the Neighbourhood Forum. TfL is fully in agreement over the importance of step free access at stations and is working towards its introduction in as many locations as possible. At the time of KTNF drafting the

Neighbourhood Plan, TfL noted that other stations within Camden are being given a higher priority for step free access and that in the short term CIL payments could help improve access to stations, such as improved public realm, pedestrian facilities or bus infrastructure. It is however observed that priorities could change in future, particularly if significant funding were to be identified for an intervention at Kentish Town.

Policy GA conforms to Core Strategy Policy, CS11, Development Policies DP16 and, DP29. Policy GA is informed by CPG8-10.8 and 10.9.

"Currently one quarter of Tube and one half of London Overground stations have step-free access" (TfL Wheelchair Access & Avoiding Stairs).

"We are improving accessibility on the Tube and London Overground by making more stations step-free" (TfL – Step-Free Access).

On 7 December 2012 at the KTNF Public Meeting and Exhibition, 30 attendees ticked "Like" on their Step-Free Access to Stations comment form and step-free access to trains is strongly supported in the comments arising from our consultation.

GREEN & OPEN SPACES POLICIES

**POLICY GO1: LOCAL GREEN SPACES Map 5**

**KTNF supports the designation of existing public open spaces as Local Green Spaces. They will be protected from the impact of development that would result in a loss in the quantity and quality of existing public green areas which are of particular importance to the community. The enhancement of these spaces will be supported, especially if these measures improve the access and use of the spaces by individuals and groups with protected characteristics.**

**Reasoned Justification**

The KTNF Plan Area is one of the most built-up areas in Camden with sparse open space. There is evidence of this in Camden's emerging Local Plan in which a large area of Open Space Deficiency has been identified on Map 2 page 149. More than one third of this Deficiency area covers the northern part of the KTNF Plan Area. It is vital that all the open spaces existing in the KTNF Plan Area are retained. If they are lost, the area of Open Space Deficiency will be increased.

The sites in the Area, listed 1-5, (*identified in Map 5 overleaf*) are to be designated as Local Green Spaces as defined in the National Planning Policy Framework, paragraph 77. It sets out the following criteria for designating Local Green Spaces:

- In reasonably close proximity to the community it serves;
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- Local in character and is not an extensive tract of land.

**1. St Benet and All Saints Church Garden, Ospringe Road / Lupton Street, NW5 2HY.** This is a small garden situated in the middle of the community

which it serves. It is special to the local community which helps to maintain the garden with the Camden Council. It is a very tranquil local small green space in which wildlife flourishes.

**2. Montpelier Gardens, Montpelier Grove / off Brecknock Road, N19 / NW5 2XH.** This green space, maintained by the Camden Council, incorporates a well-used playground and recently redesigned garden areas. The local community keeps a close eye on what goes on there and feels very protective towards it.

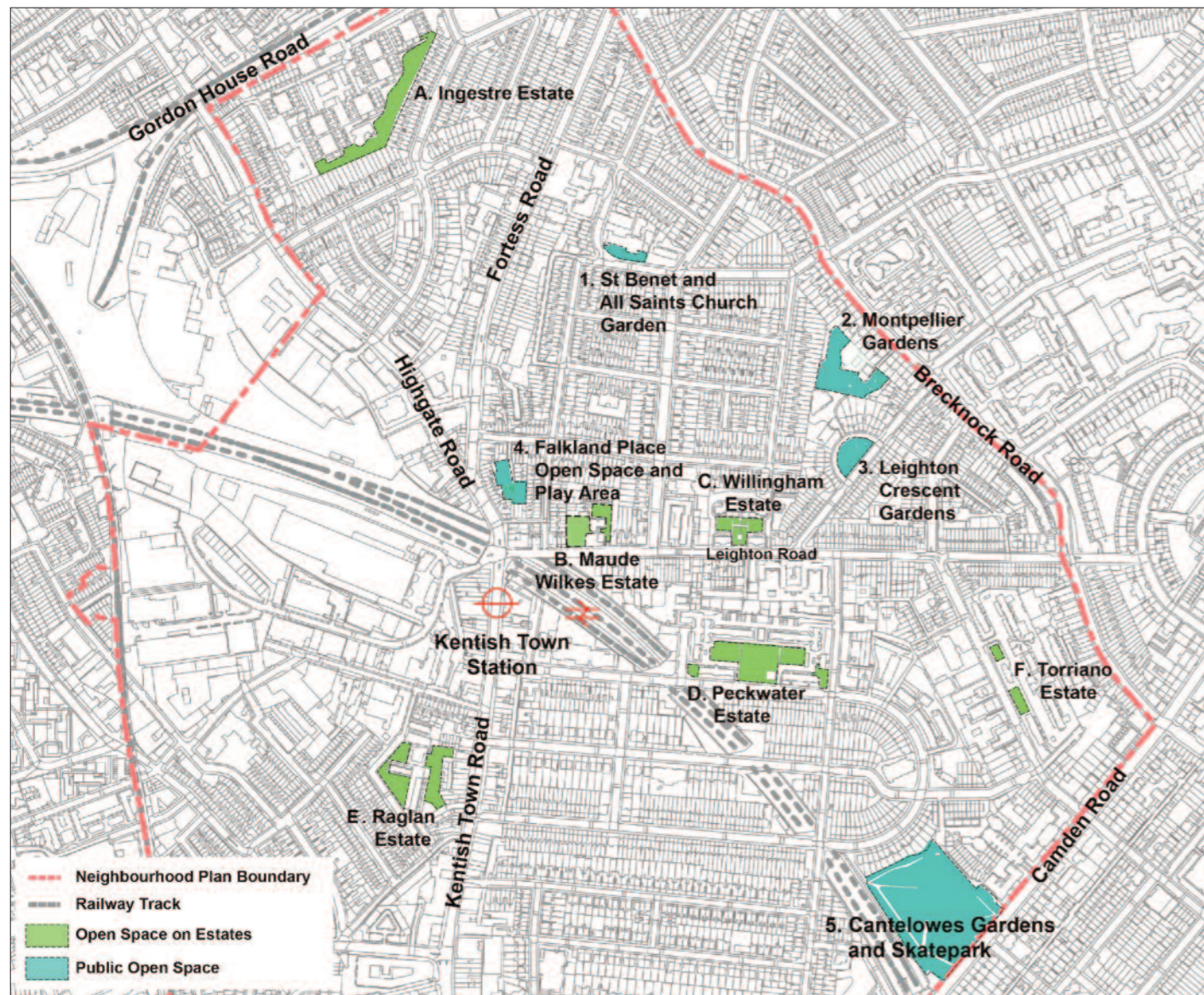
**3. Leighton Crescent Gardens, Leighton Grove, NW5 2QY.** This space has recently been re-designed by Camden Council. It is a small crescent-shaped area designed in conjunction with the terraces that overlook it. The site is predominantly an asphalt play area with some perimeter shrubs and trees. The asphalt area is well-used by local children.

**4. Falkland Place Open Space and Play Area, NW5 2PN.** This is a small area, surrounded by houses, comprised of two playgrounds – one for very young children and one for older children. There is a green garden area with some shrubs and trees which is primarily used by people exercising their dogs. The playgrounds are well-used especially after school and at weekends. The space is maintained by Camden Council.



▲ Falkland Place Open Space and Play Area





▲ Map 5: Designation of existing public open spaces as Local Green Spaces and protecting open spaces on Estates

**5. Canteloves Gardens and Skatepark, Camden Road, NW5 2AP.** This is an area comprising a Skatepark, which is well-used by older children from the locality, and a beautiful peaceful small park, full of wildlife and invaluable to local people in this very built-up area.

Policy GO1 conforms to the NPPF, paragraph 77 and Camden Core Strategy Policies Camden CS10, CS15, Development Policies DP15 and DP31. The following background documents inform Policy GO1: Camden Open Space, Sport and Recreation Study June 2014: [www.camden.gov.uk/ccm/cmsservice/stream/asset?asset\\_id=3245131](http://www.camden.gov.uk/ccm/cmsservice/stream/asset?asset_id=3245131); Camden's emerging Draft Local Plan: [http://www.camden.gov.uk/ccm/cmsservice/stream/asset/?asset\\_id=3286995&](http://www.camden.gov.uk/ccm/cmsservice/stream/asset/?asset_id=3286995&); Shaping Neighbourhoods: Character and Context: Supplementary Planning Guidance GLA June 2014: <https://www.london.gov.uk/priorities/planning/publications/shaping-neighbourhoods-character-and-context>; Shaping Neighbourhoods:

Play and Informal Recreation: Supplementary Planning Guidance GLA September 2012: <https://www.london.gov.uk/sites/default/files/Shaping%20Neighbourhoods%20Play%20and%20Informal%20Recreation%20SPG%20Low%20Res.pdf>; The Value of Public Spaces Design Council (2014): <http://www.designcouncil.org.uk/knowledge-resources/report/value-public-spaces>. These reports provide the evidence base for the policy.

"In urban areas people are more likely to rate their health as good if there is a safe and pleasant green space in their neighbourhood. Parks and green space are increasingly seen as important components of urban regeneration and neighbourhood renewal schemes. In a survey of 5928 respondents, 97% agreed with the statement: Trees and open spaces can improve the appearance of the town" *Chartered Society of Designers-The Value of Green Space*.

**POLICY GO2: OPEN SPACES ON ESTATES Map 5**

KTNP recognises the value of the existing green and open spaces on Council and private estates in the KTNP Area and wishes to ensure adequate provision of open space for residents. Any re-configuration of the land uses within these estates will be encouraged to take account of the need to sustain the level of open space. The Forum encourages the Council, and private estate owners, to work with residents and communities to develop a vision for the area and to ensure a balance of the potential benefits (for the residents of estates) and open space considerations (quality and quantity) and an improvement of the access and use of the spaces by individuals and groups with protected characteristics.

**Reasoned Justification**

The KTNP Area has very few green open spaces on estates in which the residents can either walk, play or sit in safety. These are green lungs in a very crowded area.

There is a demonstrable need to acknowledge the importance of green open space for the residents living on estates because of communal value and quality of life. Therefore Policy GO2 recognises open space considerations relating to potential re-configuration of these spaces on Council and private estates.

The following estate open spaces, listed below (A-F) are the subject of this policy:

- A. Ingestre Estate, Ingestre Road, NW5 1UX
- B. Maude Wilkes Estate, Leighton Road, NW5 2QQ
- C. Willingham Estate, Leighton Road, NW5 2UU
- D. Peckwater Estate, Peckwater Street, NW5 2TX
- E. Raglan Estate, Raglan Street, NW5 3BX
- F. Torriano Avenue Estate, Torriano Avenue, NW5 2SU

Tenants, both on Camden Council estates and on private estates, pay for the upkeep of the open spaces through a supplement to their rent, which is why they appreciate the spaces and use them well.

**Ingestre Estate** has a plot of land that adjoins the new development in Little Green Street. The tenants are very concerned that this land may be sold for development, because they value this small amount of green space.

**Maude Wilkes Estate**, owned by Origin Housing, is surrounded by green open spaces and several trees, including a magnificent London Plane Tree, protected under a Tree Preservation Order. This land must be retained as open space for the benefit of the tenants. Origin Housing has been contacted about the estate land being included in this policy.

The tenants of **Willingham Estate** appreciate their green space and are anxious not to lose the major part of the open space between Rosemary and Margaret House.

The tenants of **Peckwater Estate** fear that the open space on the corners of Bartholomew Road and Islip Street and the corner block of land at Peckwater Street and Islip Street will be developed for housing.

The **Raglan Estate**, comprising the three estate blocks of Monmouth House and Alpha Court Blocks



▲ Green open space on Willingham Estate

1 and 2, has surrounding green open spaces. KTNF will support the protection of these spaces to be retained, improved and cultivated by Camden Council, for the benefit of the tenants.

**Torriano Avenue Estate** has two large open spaces fronting onto Torriano Avenue and a football pitch at the rear of Brecknock Road with access from the estate Road on Torriano Estate. KTNF will support the protection of these spaces for the benefit of the tenants. A great deal of money was spent on Torriano Estate open spaces. The Tenants' Association, Camden Council, the Police and the Territorial Army all helped to transform a run-down space into a community garden.

Policy GO2 conforms to core strategy policies CS10, CS15, DP15 and DP31; Shaping Neighbourhoods: Character and Context: Supplementary Planning Guidance GLA June 2014 and Shaping Neighbourhoods: Play and Informal Recreation: Supplementary Planning Guidance, GLA September 2012. These reports provide the evidence base for the policy.

"Integration of urban green space with the built environment that surrounds it is crucially important." *Benefits of Green Infrastructure – Forest Research October 2010*.



**POLICY GO3: BIODIVERSE HABITATS**

KTNF supports the protection and encouragement of areas of biodiverse habitat. KTNF recognises the need to increase the biodiversity of green spaces and other planted areas to assist the survival of native species of flora and fauna, and improve the resilience of ecosystems.

Proposals affecting sites are identified on Map 6. Bio-diverse Habitats which protect and enhance existing biodiverse habitats at the following sites will be supported:

1. Ingestre Wood and Nature Trail.
2. Planting alongside railways. If existing habitats are likely to be adversely affected by proposed development, these shall be replaced with equivalent biodiverse habitat for wildlife.

Proposals will be supported which encourage new areas of biodiverse habitat within new developments, such as:

- a) Extending 'green corridors' alongside the railways, to connect with Hampstead Heath in future developments;
- b) Using landscaping which provides habitats that support native species and creating wildlife areas, which can be small, e.g. bee houses and bird boxes, or larger, e.g. wildlife gardens, to increase biodiversity in public open areas;
- c) Supporting proposals which improve biodiversity in the large, enclosed blocks of private gardens, including planting of native species trees and shrubs as a haven for wildlife; and
- d) Promoting the use of green roofs and green walls. Supporting the use of brown roofs, composed of local soils promoting indigenous biodiversity, within business areas and light industrial buildings.

**Reasoned Justification**

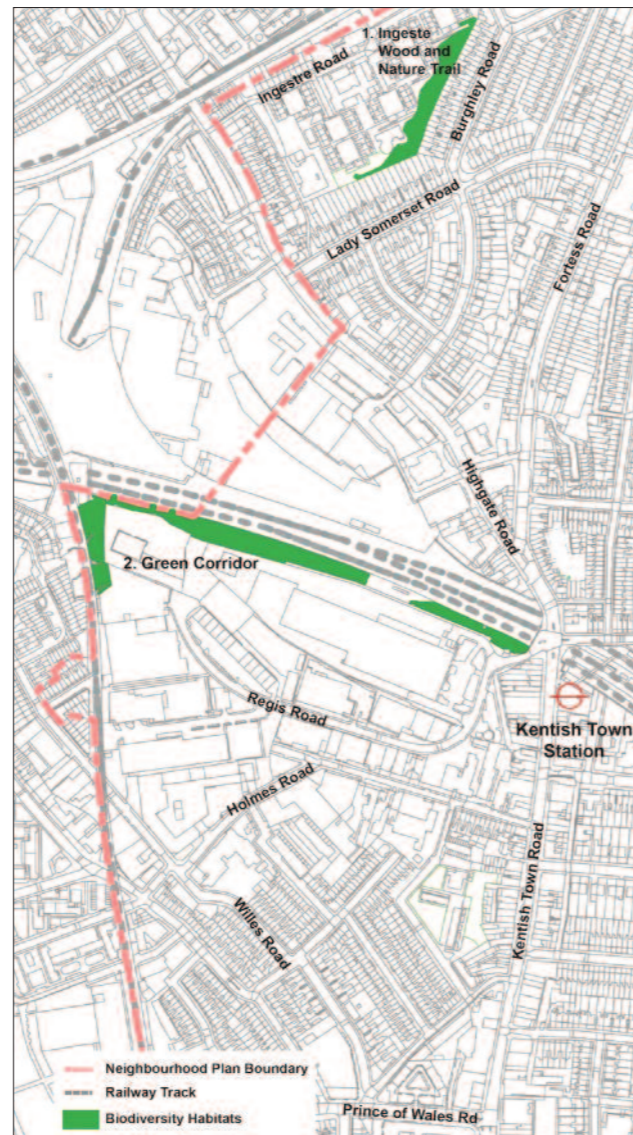
Ingestre Wood and Nature Trail is the only wildlife preserve within the area, and KTNF would like to see it protected to ensure its long term sustainability. While the Green Corridor, on Map 6: Bio-diverse Habitats, is marked on the map of the Camden Biodiversity Action Plan 2013 – 2018, Ingestre Wood and Nature Trail is not. This area of Biodiversity must be recognised and protected by Camden Council.

The plan recognises the importance of planting alongside railways, which forms part of a network of green corridors for wildlife across London. Reducing dependence on pesticides in public open spaces is also important. Development of the Murphy site is an opportunity to increase the biodiversity and effectiveness of these green corridors, and to connect them to Hampstead Heath.

Green and brown roofs protect surfaces from UV light and reduce drainage infrastructure, lower energy demands, improve air quality, increase biodiversity and ecological networks and reduce flooding. They also address the lack of public open and green space.

The policy conforms to L B Camden's Core Strategy policies CS13.28, CS14.18, CS15, CS16, and Development Policies DP31 and DP32. The following documents are relevant to Policy GO3: Camden Biodiversity Action Plan 2013 – 2018 and Green Action for Change – Camden's environmental sustainability Plan (2011-2020) Second Annual Review, October 2013.

"There is clear evidence to show that brownfield sites offer many opportunities for wildlife in the city – they can, in fact, provide more wildlife habitats than the agricultural countryside." Design Council CABE – The Value of Public Space.



▲ Map 6: Biodiverse habitats

COMMUNITY & CULTURE POLICIES

**POLICY CC1: PRE APPLICATION CONSULTATION**

Applicants proposing major developments that include 10 (or more) dwellings or 1,000 square metres of floorspace are strongly encouraged to actively engage in consultation with KTNF and the wider community, including hard to reach groups and groups with protected characteristics, as part of the design process prior to any planning application being submitted.

**Reasoned Justification**

This policy aims to strengthen Camden's current planning consultation processes and requirements. LB Camden encourages pre-application community consultation relating to major development applications. Local people say that they want more and earlier consultation. On 7 December 2012 at the KTNF Public Meeting and Exhibition, 25 attendees ticked "Like" on their Statement of Community Consultation comment form. Nobody ticked "Dislike".

Policy CC1 encourages more in-depth pre-application community consultation on all major planning applications. Where developers chose to engage in Pre Application discussions with KTNF and the local community, the community and Forum will be familiar with such proposals for major developments in the KTNF Plan Area before a formal application is submitted. This would enable local residents, businesses and organisations to comment on proposals at a time when developers are in the

earliest position to consider them.

Policy CC1 conforms to Core Strategy policies: Camden CS4 and CS5 in addition to Camden's adopted Development Policies DP1, DP3, DP5, DP13, DP22, DP24; NPPF paragraphs 69 and 188 and NPPG: Paragraph: 009 Reference ID: 20-009-20140306

"Less than half [of the residents in Camden] (48%) agree that they can influence decisions in their area. Q14: Which, if any, of these might make it easier for you to influence decisions in your local area? 33%: If I knew what issues were being considered. 26%: If local service providers got in touch with me and asked me. 25%: If I thought local service providers would listen. 22%: If I could give my opinion online, by email or by phone. 21%: If I had more information about how to get involved."

*Camden Social Capital Survey 2008*

**POLICY CC2: STATEMENTS OF COMMUNITY CONSULTATION AND STATEMENTS OF NEIGHBOUR INVOLVEMENT**

Further to a Development Brief, Applicants proposing major developments or proposals involving community uses are strongly encouraged to submit a Statement of Community Consultation to KTNF and LB Camden.

Applicants proposing demolitions, extensions or conversions to residential buildings and demolitions, extensions or change of use to non-residential buildings are strongly encouraged to submit a Statement of Neighbour Involvement

**Reasoned Justification**

This policy aims to encourage community consultation prior to the submission of a planning application and to encourage developers to show with whom and how they have consulted with the local community by way of a Statement of Community Consultation for major development or proposals involving community uses. In the case of smaller scale developments in residential areas, the Plan seeks to encourage the preparation and use of Statements of Neighbour Involvement. These will give an indication of the extent to which developers have engaged with the local community and in particular those most closely affected by small scale developments in residential areas.

A Statement of Community Consultation to accompany a planning application shall include all relevant information needed to facilitate an informed and effective consultation, which may include, but be limited to:

1. An explanation of how a broad cross-section of local people, both in the immediate area likely to be affected by the development proposals and in the wider neighbourhood, were consulted on the development proposals in a timely fashion.
2. A description of the means used to involve and engage with local people in consultation – how provision was made for comments to be put forward in different ways; for example, a variety of publicity platforms and the opportunity to provide web-based



comments as well as attending events in person.  
 3. A record of the views expressed by local people and KTNF.  
 4. An explanation of how the proposals being submitted following this Consultation have addressed the views of and any issues or concerns raised by local people and KTNF.

**Statement of Neighbour Involvement:** This Statement must indicate clearly how many neighbours have been consulted and their addresses  
 Policy CC2 conforms to Core Strategy policies: Camden CS4 and CS5 in addition to Camden’s adopted Development Policies DP1, DP3, DP5, DP13, DP22, DP24; NPPF paragraphs 69 and 188

**POLICY CC3: PROTECTION OF PUBLIC HOUSES**

**KTNF strongly supports the retention of the following public houses, and the retention of their internal floorspace, because of value to the local community.**

**Reasoned Justification**

The public houses comprising:  
**The Junction Tavern**, 101 Fortess Road, Kentish Town NW5 1AG;  
**The Vine**, 86 Highgate Road, NW5 1PB;  
**The Pineapple**, 51 Leverton Street, NW5 2NX;  
**The Bull and Gate**, 389 Kentish Town Road, NW5 2TJ;  
**The Assembly House**, 292-294 Kentish Town Road, NW5 2TG;  
**The Oxford**, 256 Kentish Town Road, NW5 2AA;  
**The Lion and Unicorn pub and theatre**, 42-44 Gaisford Street, NW5 2ED;  
**Camden’s Daughter**, 289-291 Kentish Town Road, NW5 2JS;  
**The Abbey Tavern**, 124 Kentish Town Road, NW1 9QB;  
**The George IV**, 76 Willes Road, NW5 3DL;  
**The Grafton**, 20 Prince of Wales Road, NW5 3LG;  
**Quinns**, 65 Kentish Town Road, NW1 8NY;  
**Leighton Arms**, 101 Brecknock Road, N7 0DA;  
**The Unicorn**, 227 Camden Road, NW1 9AA, have provided for many years much needed space for meetings and for social interaction. Many of these public houses have also played an important part in Kentish Town’s history, and some have particular value because of historic events that have taken place within or around them, or possess valued architectural historic characteristics (see Appendix 6 p.75). All these public houses also have social or cultural value for particular groups in the community.  
 In order to protect these valued pubs, KTNF recommends that all the public houses listed here are placed on the register of Assets of Community Value: <https://www.camden.gov.uk/ccm/content/communitya>

and NPPG: Paragraph: 009 Reference ID: 20-009-20140306  
 “Less than half [of the residents in Camden] (48%) agree that they can influence decisions in their area. Q14: Which, if any, of these might make it easier for you to influence decisions in your local area?  
 33%: If I knew what issues were being considered.  
 26%: If local service providers got in touch with me and asked me.  
 25%: If I thought local service providers would listen.  
 22%: If I could give my opinion online, by email or by phone.  
 21%: If I had more information about how to get involved.”  
*Camden Social Capital Survey 2008*

nd-living/localism-act-2011/localism-act-2011.en?page=3.  
 Residents in Kentish Town are increasingly concerned about the loss of their pubs. In the past four years Kentish Town has lost four pubs: The Gloucester Arms, The Admiral Mann, The Castle Tavern and Hoot ‘n Annies.  
 The policy conforms to NPPF, paragraph 70; Camden’s Core Strategy policies CS7, CS10; adopted Development Policies DP12, DP15; and is supported by the following documents; Protecting the Pub Report CAMRA (2012); Pubs and Places – the Social Value of Community Pubs IPPR 2012 and Keeping Local (Steve O’Connell, GLA 2013)



▲ The Bull and Gate, Kentish Town Road



▲ The George IV, Willes Road



▲ The Grafton, Prince of Wales Road



▲ The Vine, Highgate Road



▲ The Pineapple, Leverton Street

**POLICY CC4: PROTECTION OF SHOPS OUTSIDE THE CENTRE Map 7**

**In support of and as a local interpretation of L B Camden’s policy DP10, the net floorspace associated with the following stores will be protected, subject to viability. These stores have been identified as attaining the applied standard in DP10: each store is more than 5-10 minutes’ walk away from alternative provision or is situated close to a nursing home.**

1. Susan’s Mini Market, 153 Leighton Road NW5 2RB.
2. Leighton Food Centre, 91 Leighton Road NW5 2QJ.
3. Falkland Store, 71 Falkland Road NW5 2XB. (This convenience store is already at risk of change of use development which must be resisted because the store is indispensable for the elderly and infirm who live nearby).
4. Leverton Stores, 50 Leverton Street NW5 2PJ. (This store is situated just round the corner from Ash Court Nursing Home, Ascham Street, NW5 2PD).
5. Saver’s Mini Market, 121A Islip Street NW5 2DL.
6. The Village Store, 62 Lawford Road NW5 2LN.
7. Tiku’s Supermarket, 84 Castlehaven Road NW1 8PL.

**Reasoned Justification**

KTNF supports the retention and protection of shops outside the Town Centre. L B Camden’s policy DP10 states “The Council will seek to protect shops outside centres by only granting planning permission for development that involves a net loss of shop floorspace outside designated centres provided that:  
 • alternative provision is available within 5-10 minutes walking distance [400-800 metres];

• there is clear evidence that the current use is not viable; and  
 • within the Central London Area, the development positively contributes to local character, function, viability and amenity.”  
 It is important for the community that existing shops outside the Town Centre are retained because these shops, which are usually convenience stores, provide a vital service meeting the day-to-day needs of local communities, especially those who are less



mobile. This includes the elderly, the infirm and those without access to a car.

In the event of planning applications being made for change of use or redevelopment, it is expected that a marketing report should form part of the planning proposals demonstrating how the property has been actively marketed for a period of not less than 12 months prior to the planning application being made. The marketing report shall include details of the interest generated and viewings that have taken place together with copies of correspondence relating to interest expressed in the property and indicate the reasons why occupancy has not been achieved for the existing use.

In addition, a financial viability assessment should accompany the planning application demonstrating

why the existing use is unviable based on current market evidence. The applicant should be willing for both the marketing report and viability assessment to be peer reviewed at the discretion of the Council, using agents appointed by the Council, but on the understanding that cost of each peer review will be met by the applicant.

Policy CC4 conforms to Core Strategy policies CS7.17, CS10, CS15, CS16 and adopted Development Policies DP10, DP26 and guidance set out in the following documents: CPG5.4, Camden Social Infrastructure Needs Assessment (2009); Shaping Neighbourhoods: character and context supplementary planning guidance non technical summary GLA (June 2014) and London Small Shops Study, GLA / Roger Tym & Partners (2010).



▲ 1. Susan's Mini Market, 153 Leighton Road NW5 2RB



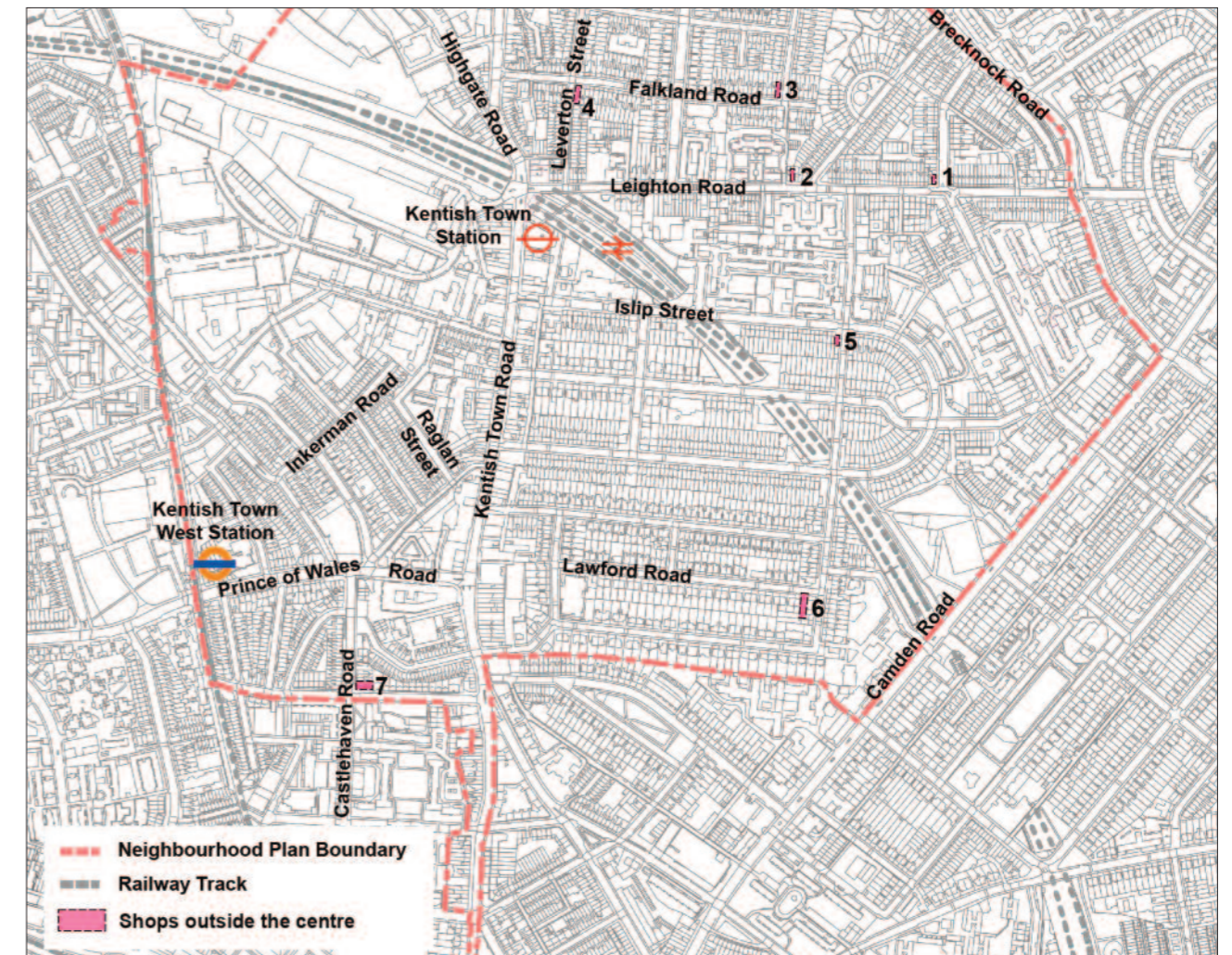
▲ 2. Leighton Food Centre, 91 Leighton Road NW5 2QJ



▲ 3. Falkland Store, 71 Falkland Road NW5 2XB



▲ 4. Leverton Stores, 50 Leverton Street NW5 2PJ



▲ MAP 7: Shops outside the centre



▲ 5. Savers Mini Market, 121A Islip Street NW5 2DL



▲ 6. The Village Store, 62 Lawford Road NW5 2LN



▶ 7. Tiku's Supermarket, 84 Castlehaven Road NW1 8PL



# KENTISH TOWN NEIGHBOURHOOD PLAN SPATIAL POLICIES

In addition to the General Development Policies set out in the previous section, the Neighbourhood Forum has identified three overarching Spatial Policies which cover wider and more complex areas than those specified in the Site Specific Policy section or those in the General Development Policy section. The three Spatial Policies lie at the heart of the neighbourhood and are of wider than local significance – the proposed Kentish Town Square (Policy SP1 Phase 1 opposite, linked with **Project Kentish Town Square Phase 2, p.65**), Kentish Town Potential Development Area (**Policy SP2, p.41**) and General Development Criteria (**Policy SP2a, p.44**). The Spatial Policies set out the framework within which proposals should be considered and, together with the Project, seek to ensure a coordinated approach to the multiple strands of action required to realise the potential of the area.



▲ Regis Road

## POLICY SP1: KENTISH TOWN SQUARE PHASE 1 – CIL PRIORITY Map 8

KTNF will support proposals for the creation of a new Kentish Town Square to renew and enhance the centre of the neighbourhood through new development, and through public realm and pedestrian improvements to Kentish Town Road. Development proposals will be supported which deliver the following benefits, including by way of CIL funding opportunities and s106 contributions where appropriate:

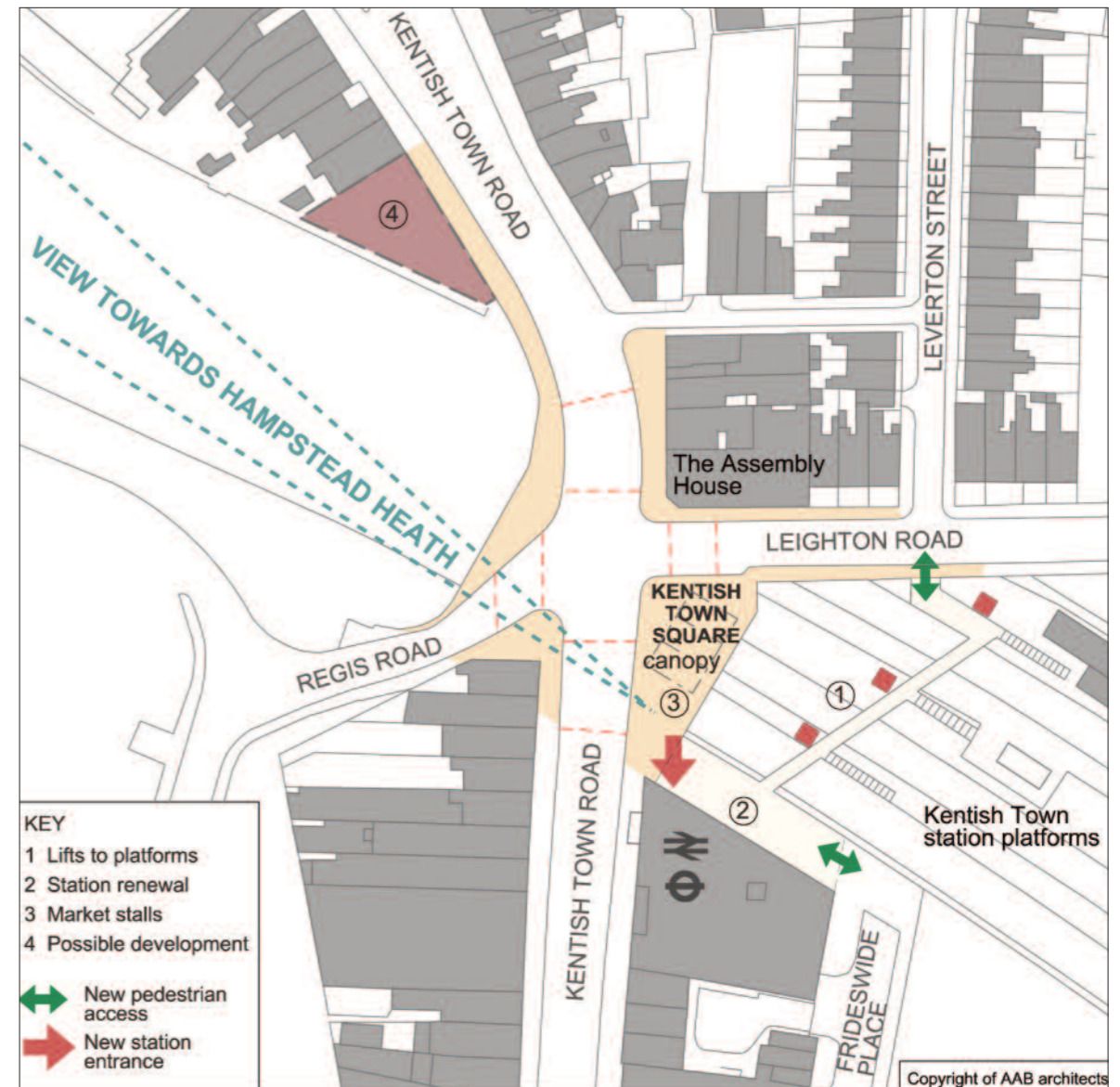
- a) Create a high quality public square
- b) Protect the canopy
- c) Introduce a new entry into refurbished station
- d) Create access to platforms from Leighton Road
- e) Enable step free access to the Underground and rail stations (*see Policy GA*)
- f) Install lifts onto the station platforms
- g) Develop a pedestrian link to Frideswide Place
- h) Extend pavement westwards adopting Car Wash land (*see Policy SSP1*)
- i) Include provision for a market

This policy will be subject to assessment of viability on proposals coming forward.

### Reasoned Justification

The policies in the adopted and emerging Camden Local Plan seek to support Kentish Town Centre. This

is complemented through Policies SW2 and SW3 of this Neighbourhood Plan. The London Plan 2015 also identifies Kentish Town Centre as a District Centre of



▲ Map 8: Kentish Town Square – Phase 1



more than local significance in need of regeneration. Key to this is the need to recognise that Kentish Town needs a renewed heart and centre. This need was reflected in our public consultations. A revitalized central focus for the community was one of the foremost objectives of the hundreds of people consulted. The site abuts Kentish Town Station, a major transport interchange combining Thameslink and London Underground. The bus stop outside the station services four important bus routes.

Policy SP1 therefore sets out a framework for enhancing Kentish Town Centre, through the creation of Kentish Town Square, to restore quality to the heart of the neighbourhood, an aim that is included in KTNF's Vision. The policy seeks to implement the policies set out in the following documents: Camden Core Strategy 2010 – 2025; Policies CS7, CS10, CS11 and, CS14, Development Policies DP11, DP12, DP21, DP29, and DP31. The longer term potential for the development of the square is set out in [Project: Kentish Town Square Phase 2, p.65](#).

KTNF will actively promote the creation of a new Kentish Town Square by working with Network Rail, TfL and LB Camden, seeking CIL funding opportunities and Section 106 contributions where appropriate.

Phase 1 of the development of the new Kentish Town Square includes the creation of a new entry into the station, better and step-free access into the station and onto platforms, and the making of a pedestrian link to Frideswide Place as part of a

general improvement of conditions for pedestrians.

KTNF recognises the need to balance the competing demands of different modes of transport. Proposals to improve public realm will need to take account of the fact that Kentish Town Road forms part of the Strategic Road Network and therefore has to cater for through movement. Consequently any proposals to widen footways that may reduce space for buses, cyclists and motor traffic will necessitate agreement with TfL and L B Camden.

The increased provision of step-free access at London's stations is a key policy of TfL's accessible transport network for London. The desirability of implementing step-free access at Kentish Town and Kentish Town West stations is recognised. However, the current TfL programme for providing step-free access at London's stations does not include Kentish Town and Kentish Town West stations. The TfL programme is however subject to review and will be rolled forward during the lifetime of the KTNP. Policy SP1 therefore seeks to recognise, protect and promote future opportunities for investment in step-free access at its stations. This will become increasingly important in view of the desire to promote further development in the area. The implementation issues associated with the provision of step-free access are dealt with more fully under the provisions of [Policy GA, p.27](#).

Consideration should be given to the relationship between Kentish Town Square and long-term proposals promoted in [Spatial Priority SP2, p.41](#).



▲ Kentish Town Square Site

KENTISH TOWN POTENTIAL DEVELOPMENT AREA (KTPDA)

The Kentish Town Industry Area (Industry Area) is, at present, safeguarded as an employment designation in Camden's Core Strategy. The Neighbourhood Plan recognises the potential of the KTPDA for a mixed use development whilst retaining and increasing the scale of industrial and employment opportunities. There is also potential to encourage the growth of small and start-up businesses, (see the provisions for Site 39 in Camden Site Allocations, seeking replacement D1 (non-residential) community uses, new flexible employment floorspace and housing on appropriate parts of the site).

LOCAL PLAN

The potential development for a mix of uses has been proposed in Camden's emerging Local Plan Growth Area Policy that relates only to land on Regis Road Site. The current boundary of the Industry Area remains extant as planning policy up until changes to strategic policy are confirmed through the examination of Camden's Local Plan. Camden Council is not seeking to alter the provisions of the Industry Area designation with respect to Murphy Site or Highgate Road Section.

COMPREHENSIVE DEVELOPMENT FRAMEWORK

The Neighbourhood Plan recognises the benefits of a comprehensive approach to the future development of the Industry Area that lies at the heart of the neighbourhood. The potential for a comprehensive approach will be sought through Policy SP2: Kentish Town Potential Development Area (KTPDA). The Kentish Town Industry Area (Regis Road Site, Murphy Site and Highgate Road Section) is defined on Map p.4. It is considered that a comprehensive Development Framework for Regis Road Site, acknowledging links with other sections of the KTPDA, should be prepared and agreed prior to the submission of a comprehensive planning application. This would be most appropriately commissioned or undertaken by L B Camden with input from the Neighbourhood Forum, landowners, developers and other stakeholders. In support of this comprehensive approach KTNF has set General Development Criteria in Policy SP2a that should be applied to the assessment of any proposal within the area. These policies (SP2 and SP2a) will be subject to viability testing on proposals coming forward.

THREE AREAS

KTPDA comprises three component sections in this Plan, and more detailed considerations of each of these areas are set out in the Plan.

1. Regis Road Site is occupied mainly by low-level

buildings in which a number of companies operate distribution services supporting business activity in Central London. Regis Road runs through the site and railway lines border the site – one being a common railway line between this site and the Murphy Site. KTNF anticipates development starting on this site within five years after adoption of the Plan. SP2a also identifies specific criteria related to Regis Road Site.

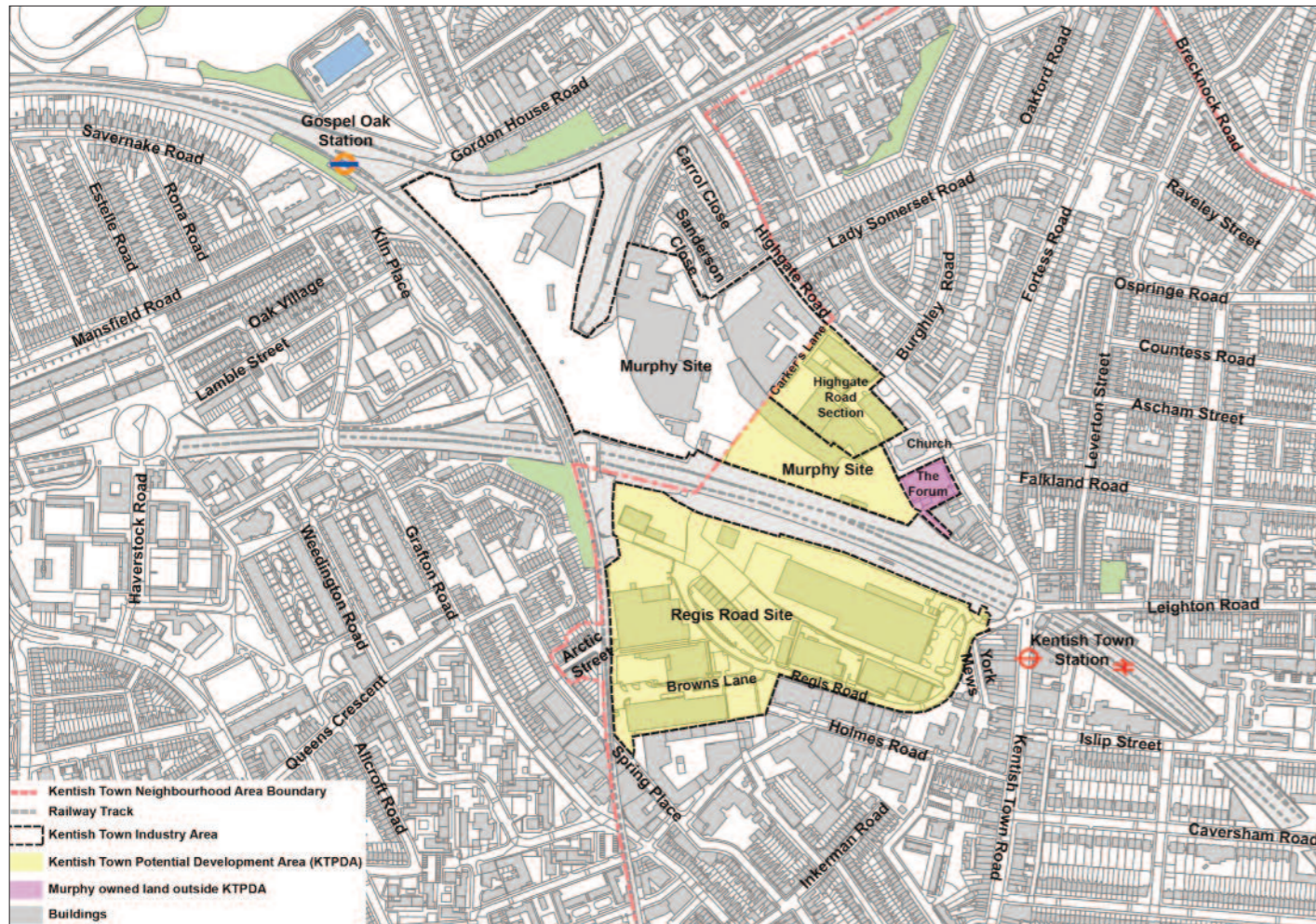
2. Murphy Site is owned by J. Murphy & Sons Ltd, a civil engineering and utilities company. The industry on this site has an important function in supporting civil engineering projects in Central London, and elsewhere. Most of the site is occupied by three-storey offices, sheds, yards, and a depot. Part of this site is outside the KTNF Area and within the Dartmouth Park Neighbourhood Forum Area. KTNF acknowledges that it can only make plans for the land that is within its boundaries and is liaising with Dartmouth Park Neighbourhood Forum (DPNF) on the approach to the development of KTPDA. KTNF anticipates development starting on this site within ten to fifteen years after adoption of the Plan, although the Plan does not preclude an earlier development of the area.

3. Highgate Road Section is occupied by mainly business use buildings: employment space for small and medium-sized enterprises. Part of this site is outside the KTNF Area and within the Dartmouth Park Neighbourhood Forum Area. Any development of the Highgate Road Section of the KTPDA should be part of a comprehensive approach to the whole area.



▲ KTNF members in Highgate Road Section





▲ Map 9: Kentish Town Industry Area and Kentish Town Potential Development Area (KTPDA)

**POLICY SP2 : KENTISH TOWN POTENTIAL DEVELOPMENT AREA (KTPDA)**  
 KTPDA (Regis Road Site, Murphy Site and Highgate Road Section) is defined on Map 9. KTNF recognises that Kentish Town Industry Area is, at present, safeguarded as an employment designation in Camden’s Core Strategy.

The Neighbourhood Plan recognises the potential of the KTPDA within the KTNP Area, identified on Map 9 for a mixed use development whilst retaining, and where possible increasing, the level of industrial floorspace and employment opportunities including the growth of small and start-up businesses, in the event of the submission draft Local Plan being found sound following Examination. This may require the preparation of a Development Framework for the whole area.

Policy SP2 only applies to the part of KTPDA in the Kentish Town neighbourhood area. Policies for the remainder of the area will be developed in due course through Dartmouth Park’s neighbourhood plan.

**Reasoned Justification**

Kentish Town is emerging as a hub providing workspace for start-up, micro and small business and there is evidence that former industrial buildings have recently been converted to accommodate these types of occupiers. KTNF supports the retention of, and where possible an increase in, the level of industrial floorspace within the Industry Area.

The requirements of Policy SP2 safeguard the Core Strategy Policy CS8 and GLA policy to maintain the scale of industrial land and floorspace.

Local planning policies aim to promote the most efficient use of land and buildings and encourage new appropriate employment space with more emphasis on the provision of good quality employment space. There is however a shortage of land for new development in Camden in general and in Kentish Town in particular.

Housing is badly needed in Kentish Town and mixed use development would benefit the Neighbourhood Area and London as a whole. This approach conforms to the London Plan Policy 4.4.

Camden Council will aim to secure a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,100 additional homes from 2015/16 – 2030/31, including 11,130 additional self-contained homes (ref. Draft Camden Local Plan).

Camden Employment Land Review 2008 accepts that housing will have strong claims on industry land use because of market demands and policy targets. The ELR also details the changing definition of industrial uses – describing industrial activities once ‘dirty’ now becoming ‘clean’. Camden Employment Land Study 2014 makes this point also, saying that the difference between ‘industrial’ and ‘office’ use has become blurred. This supports the application of Policies SP2 & SP2a if proposals come forward.

Policies SP2 & SP2a are in conformity with Camden’s policy DP1: Mixed use development, and are linked to Core Strategy policy CS1: Distribution of Growth which promotes mixed use as the most efficient use of Camden’s limited land.

Camden 2008 Housing Needs Assessment identified 5,540 overcrowded households in the borough, a figure representing 5.7% of all households. In total it is estimated that 13,905 households in the borough are living in unsuitable housing (12.7% of all households). This highlights the shortage of family accommodation in the borough, particularly social-rented.

KTNF therefore believes that, where appropriate, new development will enhance the existing neighbourhood and will bring long term benefits from increased industrial floorspace and the provision of new residential development. As recognised in the London Plan, there are opportunities “to take

account of trends in a wide range of industrial type activities and scope for more efficient use of industrial capacity”. The use class of general industrial covers a vast range of employment opportunities from offices, research and development, light industrial to storage and distribution, wholesale warehouses, distribution centres and repositories.

Policy SP2 promotes an increase of industrial floorspace in KTPDA. The Neighbourhood Forum recognises that there is a significant development opportunity in the Potential Development Area. Policy SP2 therefore supports the redevelopment of this area whilst acknowledging that the appropriateness of the policy considerations may vary in different sections of it. The application of this policy must however safeguard the current overall scale of industrial floorspace. Policy SP2 supports Camden’s Policy CS8 which states that existing employment sites and premises that meet the needs of modern industry will be safeguarded. Changes in policy for this area may be introduced by the emerging Local Plan if this is found sound on examination and subsequently adopted.

The local community has said that the Industry Area does not feel like part of Kentish Town and it wants to see a comprehensive and co-ordinated approach taken to the potential redevelopment of KTPDA (acknowledging the different policy considerations applicable to each part of the Potential Development Area). The possibility of bridging or rafting over the railway line that divides Regis Road Site and Murphy Site will be taken into consideration. This approach will take into account the short- and longer-term aspirations of KTNF to the creation of Kentish Town Square.



◀ Part of Highgate Road Section of KTPDA





▲ The entry to Regis Road Site

**KTPDA – Regis Road Site:** There are a number of industries operating within Regis Road Site. Among them are distribution services supporting Central London firms with high employment densities and productivity. Other industries on the site include an architectural practice, a plumbing merchant, a kitchen joinery company, a consumer products company and a TV and film studio. The site is currently underused – the buildings are mainly low-rise and surrounded by car parks, extensive areas of hard standing and landscaped and incidental areas. The potential intensification of the use of the site through additional mixed use development, including residential, industry, offices, start-ups, and other uses, is supported by the local community subject to consideration against the general criteria and specific criteria set out in [Policy SP2a on p.44](#).

**POLICY SP2a: KTPDA – GENERAL DEVELOPMENT CRITERIA Map 10**

The following general development criteria will be expected to apply to the assessment of any proposals for development within the Regis Road site, subject to viability. If development proposals come forward in other parts of KTPDA within the Kentish Town neighbourhood area, we expect these general development criteria to be taken into account, subject to viability.

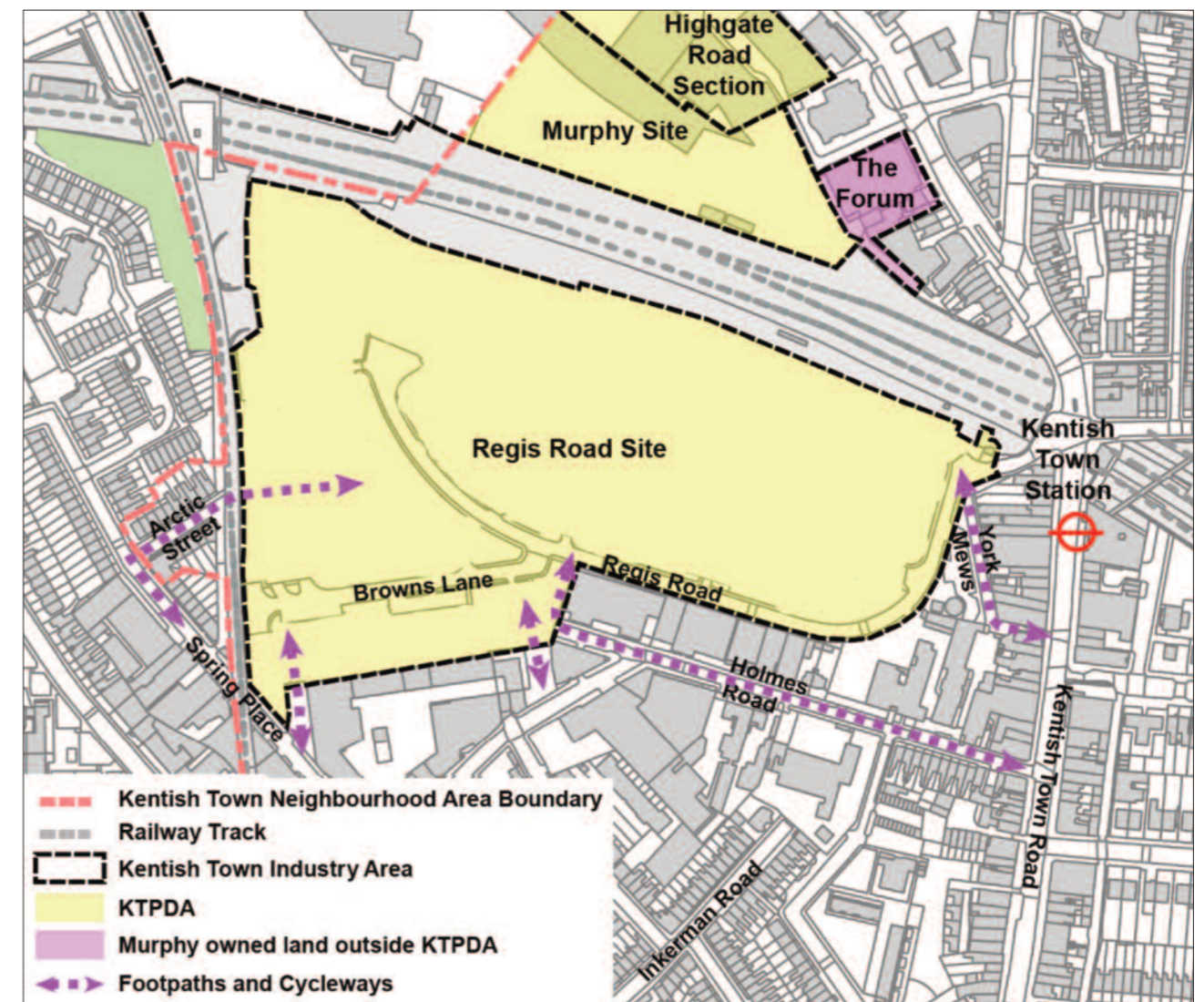
- i) Existing industrial floorspace is maintained or increased by better design and greater density of buildings.
- ii) Developers will be encouraged not to obstruct the view of Parliament Hill from the canopy area beside Kentish Town Station with the height and bulk of the proposed development (see *KTNP Policy D1*). Developers will be expected to undertake robust townscape and heritage impact analysis to ensure that key views and heritage assets are protected.
- iii) Footpaths and cycle ways are provided in both north-south and east-west direction to improve the permeability of the site, as appropriate.
- iv) Affordable housing is included in the proposed development in accordance with the London Plan Policy 3.10 Definition of affordable housing, and Camden’s policy DP3.
- v) Housing for the growing population of the elderly is included in the proposed development in accordance with Camden policy DP7.
- vi) Mitigation is provided to offset the impact of development on existing local healthcare facilities and educational provision. This is expected to be secured either through a financial contribution from the developer or the direct provision of new facilities by the developer, e.g. school, nursery, health centre.
- vii) Green spaces, play spaces, leisure facilities and fully accessible public squares are provided in accordance with Camden policies DP31 and CS15.
- viii) Community leisure facilities for playing sports are provided to be shared by the community and other local groups such as local schools, sports clubs and similar groups.
- ix) Improvements are made to the environment of the area, including upgrading existing premises and creating modern employment space and smaller employment spaces.
- x) Apart from parking for essential users (e.g. emergency services) and Blue Badge permit holders, any development will be car free.
- xi) The amount of light pollution is minimised in accordance with the National Planning Policy Framework and Camden Policy DP26.

- xii) Once a building and its services have been designed to make sure energy consumption will be as low as possible and the use of energy efficient sources has been considered, the KTNF will expect developments to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation (which can include sources of site-related decentralised renewable energy) unless it can be demonstrated that such provision is not feasible in accordance with CS13.

**SPECIFIC CRITERIA FOR REGIS ROAD SITE Map 10**

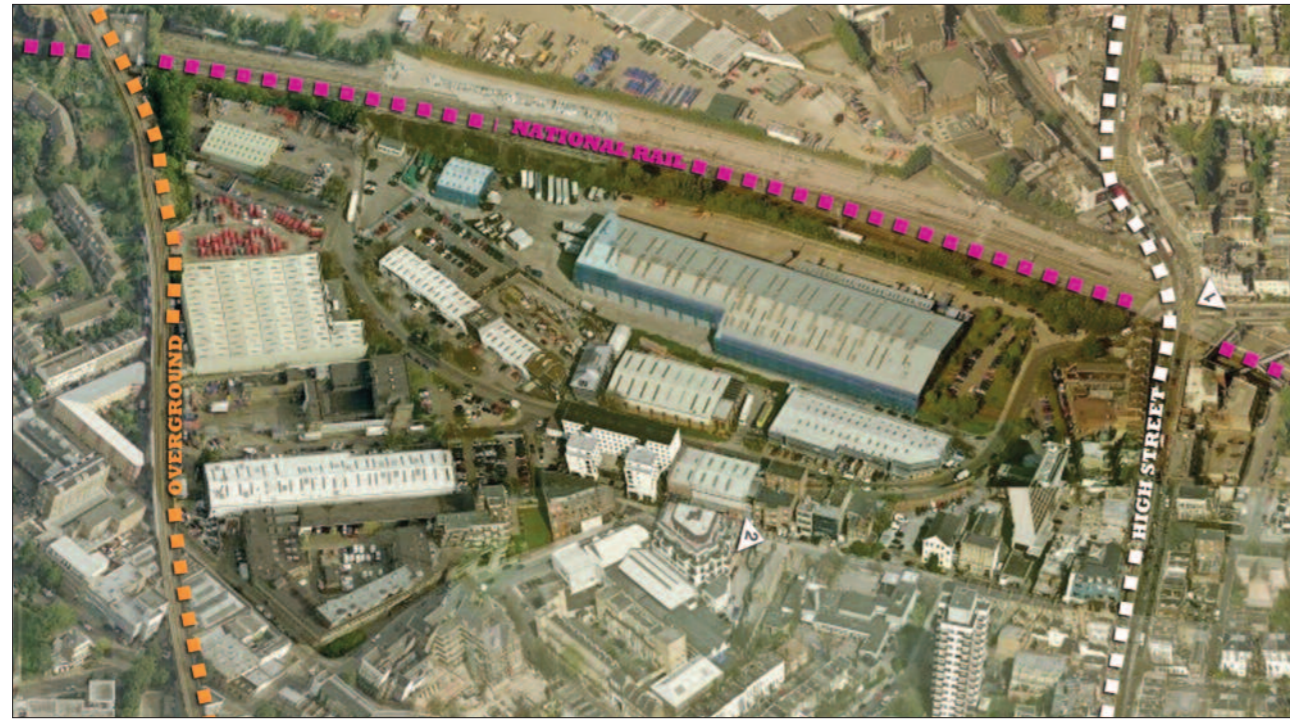
In addition to the general criteria set out above, the following specific criteria will be supported in the assessment of proposals comprising comprehensive employment-led mixed use development for Regis Road Site, subject to viability:

- a) The gate at Arctic Street is opened up to give west-east access routes for footpaths and cycle ways linking the site with Arctic Street and Spring Place in the west and Kentish Town Road in the east.
- b) For the provision of footpaths and cycle ways, entries and exits to the site are opened up above Spring Place on the southern tip of the site; below Browns Lane through to the west of the Veolia site, into Holmes Road; from Regis Road through to the east of the Veolia site, into Holmes Road leading to Kentish Town Road; from Regis Road through to York Mews, leading to Kentish Town Road, following permission for mixed use development (see *Map 10*).
- c) Improvements are made to the existing entrance to Regis Road to meet the criteria in Camden Core Strategy Policy CS14.



▲ Map 10: Provision of new footpaths and cycleways into Regis Road Site





▲ Regis Road Site. 'High Street' indicated is Kentish Town Road.

**Reasoned Justification**

Any development on land within the Kentish Town Potential Development Area may have an adverse impact on the views currently enjoyed by residents and business occupiers. Protection of some very high profile and sensitive views will be supported, e.g. the long view from the canopy area towards Parliament Hill, (see *Design Policy D1, p.20*). Given the overall size of the footprint of the land in question, unduly tall buildings could adversely affect views over a wide area and impact on many people. The height of all buildings will therefore have to take into account the potential impact on views and will be limited in some circumstances to avoid obscuring sight lines.

Policy SP2a sets out general development criteria that are to be taken into account by proposals within the identified KTPDA. Policy SP2a only applies to the part of KTPDA in the Kentish Town neighbourhood area. Policies for the remainder of the area will be developed in due course through Dartmouth Park Neighbourhood Forum's Development Plan.

In addition to the requirements set out in the general development criteria, consideration has been given to the specific needs of Regis Road Site. This is an area of approximately 7.5 hectares and it is allocated for industrial use by Camden's adopted planning policies. A variety of different businesses operate from the site. It is bordered by a railway line in a cutting along the entire northern boundary, by another railway line on a viaduct along its western boundary, by the rear walls of buildings on Holmes Road along its southern boundary, and by the backs of the shops in Kentish Town Road along its eastern boundary.

The only vehicular and pedestrian entrance is in the north east corner of the site, next to the railway line and almost opposite Kentish Town Station. The main entrance to the site is unattractive and the road is poorly maintained, and has inadequate pedestrian pavements, street lighting, and landscaping. There is no pedestrian access from the site to any of the adjoining areas to the east, west, or south and hence no permeability through the site for local residents.

A comprehensive employment-led mixed use approach will be taken to the development of the site, which will result in some residential buildings incorporating active commercial uses at ground level, where appropriate. This will intensify the use of the site and will ensure the continuing viability of commercial and light industrial uses. The imposition of conditions will be considered to allow industrial uses to continue to operate alongside residential uses. Any new development will minimise impacts on the existing occupants. The operation of the existing uses will not be impaired by the introduction of incompatible uses. Appropriate noise mitigation measures will be made in accordance with Camden policy DP28 and Camden UDP Appendix 1.

The site is currently occupied by mainly single or double-storey sheds, open-air yards, car parks and the access road. Future development should reflect the capacity, density and scale of this an inner London location. New development proposals will be supported that ensure that the amount of industrial and other employment floorspace on the site is maintained and increased. Improvements to the entrance will be supported that include the incorporation of pedestrian pavements on both sides of the access road,

landscaping, street lighting, and a road name sign.

Policy SPA2 conforms with Policy 4.4 of the London Plan, March 2015. The policy has been informed by Camden Site Allocations Local Development Document 9th September 2013; London Planning

Statement, May 2014 (GLA); London Borough of Camden – Employment Land Study, URS, 2014; The Kentish Town Regis Road Growth Area Employment Study 2015 (AECOM) and the Land for Industry and Transport Mayor of London SPG September 2012.

**KTPDA – Murphy Site** (see *Map 9 p.42*): Camden's current and emerging plans safeguard Murphy Site for employment use and do not propose additional non-employment uses. This area extends into the Dartmouth Park Neighbourhood Forum (DPNF) Area. KTNF has agreed a Memorandum of Understanding with DPNF which has sent KTNF a letter agreeing in principle with the Plan's proposals for the Murphy Site, should it come forward for development (see *Appendix 4 p.73*).

Subject to Murphy Site coming forward for development, the Forum would expect the KPDA General Development Criteria to be applied (see *Policy SP2a*).

The Murphy Site covers an area of 6.8 hectares. The main body of the site is occupied by three-storey offices, sheds, yards, and a depot for a construction and civil engineering company. It is bordered on the north by buildings on Gordon House Road, from which there is a secondary access opposite Gospel Oak Station. Both the western and southern borders are defined by railway lines; the western boundary being on a viaduct and the southern the Midland railway, in a cutting.

Although KTNF does not anticipate development starting on this site in the earlier part of the Plan period, the Plan does not preclude later development of the area. Should this site become available during the Neighbourhood Plan lifetime, proposals for its intensification of the use through additional mixed use development, including residential, offices and other uses, will be supported subject to having regard to the criteria in Policy SP2a.

A mixed use approach to the development of the site, including residential buildings and incorporating active business and industrial uses, where appropriate, would be supported. This would intensify the use of the site and ensure the continuing viability of industrial uses. The imposition of conditions should be considered in order to ensure the continuing viability of these uses. Appropriate noise mitigation measures must be made in accordance with current Camden policy.

Given the size of the potential development area, the developers will be encouraged to keep to a minimum the amount of light pollution, therefore reducing the potential impact not only on the area immediately surrounding the new development but also on those with direct views to the new development.

The north of the site, which is within the DPNF Area, is adjacent to the Local Flood Risk Zone of Gospel Oak, Group 3-003. Any new development adjacent to the Flood Risk Zone will be subject to a flood risk assessment to establish the effect of development on the area surrounding the Flood Risk Zone and to ensure that local flooding does not take place due to a rise in the water table. Surface water mitigation techniques must be employed to ensure that there is no net increase in surface water run off. Developers will be encouraged to have regard to Camden's Strategic Flood Risk Assessment and Camden planning policies relating to water.

**KTPDA – Highgate Road Section** (see *Map 9 p.42*): Highgate Road Section comprises Linton House, Highgate Business Centre, Deane House, Greenwood Centre, Highgate Day Centre, A&A Self Storage (formerly Lenham House), the Camden Society and the land surrounding these buildings. The northern part of this section, including Highgate Studios, is within the DPNF Area. Part of the Highgate Road Section is included in Camden Site Allocations: Site 43 – 19-37 Highgate Road (Highgate Day Centre) and 25 and 37 Greenwood Place. All these buildings, comprising mainly business use, have been highly regarded as valuable employment space for small and medium-sized enterprises (SMEs). The section has lost employment space as landlords have exercised Permitted Development Rights to convert employment space to residential use. The Council has now confirmed 'non immediate' Article 4 directions withdrawing the right to change from office to residential use without a formal grant of planning permission. The local community wishes to see all the remaining employment retained.

"Kentish Town is emerging as a hub providing workspace for start-up, micro and small business" – Camden Employment Land Strategy 2014. This statement supports Policy SP2 because the employment space in the Highgate Road Section is a centre for small businesses.