



03

South Camden

03 Chapter

South Camden

3.1 The south of the borough includes the neighbourhoods of Covent Garden, Holborn, Hatton Garden, Bloomsbury, Fitzrovia, Euston, Regent's Park, King's Cross and Somers Town.

3.2 At the heart of these neighbourhoods are strong and diverse residential communities.

3.3 These form part of a dense mix of uses, which include renowned institutions such as the British Museum, British Library and University College London; the focus of London's legal profession within Holborn and the jewellery trade in Hatton Garden; the retail, leisure and cultural attractions of the West End and Seven Dials; and the offices of major data science and life science businesses in the Knowledge Quarter.



Figure 05:
South Camden



Key

- Neighbourhood Centres
- Central Activity Zones (CAZ)
- CAZ Retail Clusters
- Euston Plan Area
- Bloomsbury Campus Area
- Hatton Garden Jewellery Industry Area
- Specialist Area

- Open Spaces
- Conservation Area
- Railway Station
- Tube Station
- Regent's Canal

3.4 The area is characterised by a mix of historic and modern buildings of significant scale and at high densities. Large parts of the south of the borough are also covered by conservation areas, with historic London squares and high numbers of listed buildings.

3.5 The south of Camden is highly accessible and has excellent public transport links, with 9 underground stations, multiple bus routes and 3 major railway stations, connecting Camden with the rest of the UK and mainland Europe.

3.6 The area forms a significant part of London's Central Activities Zone (CAZ). The CAZ is a major business and employment centre, and contains a significant proportion of the borough's office floorspace. It is home to clusters of financial and professional services, technology and creative industries, and also to specialist clusters of medical excellence, data science, life science, research, and law. The CAZ also has a diverse leisure and retail offer focussed on a number of CAZ retail clusters and other specialist shopping areas.

3.7 CAZ retail clusters are major shopping areas within the Central Activities Zone. They generally either have an international, national or London-wide role in the shopping services that they provide, including a range of comparison or convenience goods and services for the local resident, worker and visitor populations. Camden has 4 CAZ retail clusters: Tottenham Court Road / Charing Cross Road / New Oxford Street; Holborn (High Holborn / Holborn and Kingsway); King's Cross / St Pancras (Euston Road); King's Cross Boulevard and Coal Drops Yard. There are also many distinct localities within Camden's CAZ Area which have specific characters. These contain clusters of specialist activities and in some instances also have concentrations of food, drink and entertainment uses. These specialist shopping areas are Covent Garden; Charlotte Street; Lamb's Conduit Street; Hatton Garden; Museum Street; and Denmark Street.

3.8 This part of the borough is also home to the Knowledge Quarter, centred around King's Cross and Euston. Since the last Local Plan was adopted in 2017, the Knowledge Quarter has expanded and consolidated its reputation as an internationally significant innovation district, harnessing collaboration between private sector companies, universities, hospitals and research establishments in fields such as medical and life sciences, data analytics and machine learning.

3.9 However, despite the focus on offices and research and knowledge based uses in this area, pockets of industrial land remain, with concentrations around Camley Street and St Pancras Way in King's Cross.

3.10 The south of the borough is well served by community facilities, with libraries in Pancras Square and Holborn; leisure centres in Pancras Square and Covent Garden; and a number of community centres.

3.11 The largest area of open space in this part of Camden is Regent's Park, which straddles both Camden and Westminster. Other significant areas of public open space include Camley Street Nature Reserve, St Pancras Gardens, Lincoln's Inn Fields, Russell Square Gardens, Coram Fields, Gordon Square and Tavistock Square. The majority of the south of the borough is well served by public open space, although the areas of Hatton Garden and Fitzrovia are comparatively less well served.

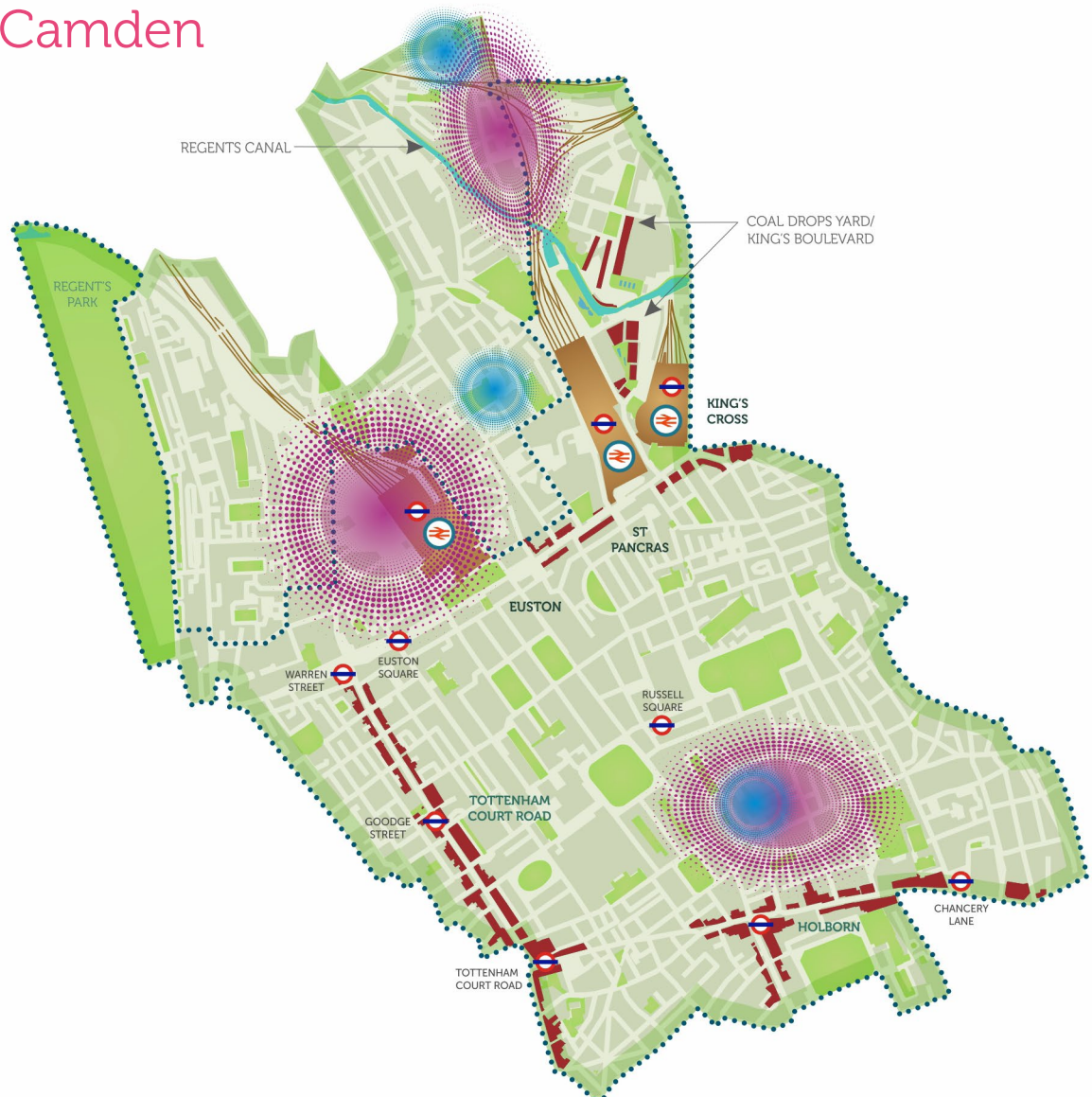
3.12 Part of the south of the borough is covered by the Camley Street Neighbourhood Plan. This sets out the community's aspirations and planning policies for that area. The Neighbourhood Plan is part of the Council's statutory development plan and is taken into account, alongside our own policies, when making decisions on planning applications in that area. Neighbourhood Areas have also been designated at Somers Town, Mount Pleasant, Fitzrovia East and Drummond Street. Somers Town is part of the GLA's Future Neighbourhood 2030 programme, which supports neighbourhoods to become exemplars for sustainability and innovation. Development coming forward in this area should therefore have regard to the [Somers Town Future Neighbourhood 2030](#), where relevant.

3.13 The main focus of development in the south of the borough over the last 10 years has been at King's Cross central, however development there is nearly complete. Looking forward, major development is planned at Euston, and this will be guided by the Local Plan and the Euston Area Plan, which sets out the planning framework for the site. A number of other locations in this area are also expected to deliver new homes, jobs and infrastructure to support Camden's communities. The most significant is at Camley Street, where there is opportunity for intensification and diversification to create a new neighbourhood,





while ensuring the continued provision of employment uses in a way that makes the most effective and efficient use of the land available. Further development is also planned around Holborn, guided by the Council's Holborn Vision, and through the Council's Community Investment Programme. The policy on page 44 sets out the Council's strategy for the south of the borough to guide the future development of this area. Information on key infrastructure programmes and projects in the south of the borough are set out separately in the Council's Infrastructure Delivery Plan.

Figure 06:

Key areas of development in South Camden



Key

	Key Areas of Development		Regents Canal
	CIP Regeneration Schemes		Central Activities Zones (CAZ)
	Open Spaces		CAZ Retail Clusters

0 500m

Policy S1

South Camden

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- A.** The Council will ensure development in the south of the borough contributes to the area's continued success and London-wide role, while delivering social, economic and environmental benefits for Camden's residents, making the area a more liveable, climate resilient and inclusive place.
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New homes

- B.** Sites are allocated in the south of the borough through the Local Plan and the Euston Area Plan to deliver new homes over the Plan period to 2041. The Council will expect sites to be delivered in accordance with the site allocation policies set out below and in the Euston Area Plan.
- C.** The focus of development in the south of Camden will be at Euston, where major development is planned, and the areas around King's Cross and Holborn, with limited development expected in the Tottenham Court Road Opportunity Area (as defined in the 2021 London Plan), as development there is largely complete.
- D.** Development at Euston will be guided by the policy framework set out in the Euston Area Plan and the Local Plan, and is expected to deliver between 1,500 and 2,500 new homes. These are likely to come forward towards the end of the Local Plan period.
- E.** Development in the King's Cross area will mainly be delivered through site allocations at Camley Street and St Pancras Way, which will be expected to deliver approximately 1,380 new homes. This area has the potential to strengthen its role as a location for employment and business; and deliver a significant increase in the number, mix and affordability of homes; to enable the area to fully realise its potential and become a more distinctive, vibrant, and mixed urban neighbourhood. To deliver the Council's and community's vision and objectives for this area, we will expect development to be taken forward in accordance with the Canalside to Camley Street Supplementary Planning Document and the Camley Street Neighbourhood Plan.
- F.** Development around Holborn has the potential to strengthen the area's role as a location for business, supported by the enhanced access brought by the Elizabeth Line. It will create more vibrant and better connected neighbourhoods in the heart of central London, with an improved commercial, leisure, cultural and retail offer, a high-quality public realm, and much-needed new self-contained homes. Sites have been allocated to deliver approximately 250 new homes. To deliver the Council's vision and objectives for Holborn, the Council will expect development in this area to be taken forward in accordance with the Holborn Vision Supplementary Planning Document.

Policy S1

South Camden

- G.** The Council is committed to a programme of estate renewal and regeneration delivered through the Council's Community Investment Programme (CIP). The main focus of this work in the south of the borough is the Agar Grove Estate; north of Camley Street; Regents Park north; and the Tybalds Estate in Holborn. Development coming forward in the south of the borough will be required to support the Council's estates mission set out in We Make Camden and assist with the delivery of the Council's priorities for nearby housing estates.
- H.** Where sites in this area that are not allocated come forward for housing development, these will be determined in accordance with the policies in this Plan.

Employment and the economy

- I.** New employment floorspace (including laboratory, or lab enabled, floorspace) will be delivered in the south area of the borough through site allocations in the Local Plan and Euston Area Plan, existing planning permissions and the development of other sites.
- J.** The Central Activities Zone (CAZ) and the Knowledge Quarter centred on King's Cross and Euston will continue to be the main focuses of employment development in Camden.
- K.** The Council will support the Knowledge Quarter to thrive as a hub of innovation and knowledge-intensive industries in line with the KQ2050 Strategy, and ensure that its growth and development are inclusive, sustainable, and community-focused. To ensure the sustainable growth and success of the Knowledge Quarter, major proposals for additional employment, research and/or learning floorspace within this area will be required to contribute to reducing inequalities and increasing life chances in local residential communities by maximising community benefit at the planning, construction and end-user phases, including supporting increased access to jobs, skills training and educational opportunities.
- L.** The Council will ensure that new employment development in the south area is designed in a way that fosters openness and inclusivity by avoiding closed 'campus-style' developments and enabling wider public access to facilities such as lobby spaces, roof gardens, cafes, and gyms wherever possible.
- M.** The Council will support the specialist clusters of activity in the CAZ, including the centres of medical excellence at University College Hospital, the Wellcome Trust, Oriel and Great Ormond Street; life sciences research at the Francis Crick Institute; and the centre for law and the legal profession at Lincoln's Inn in Holborn.

Policy S1

South Camden

- N.** The Council will support the Bloomsbury Campus Area to maintain and expand its role as the heart of higher education in Camden in line with Policy S4 below and is taking forward a public realm strategy for this area, across land ownership boundaries, though the Bloomsbury Vision.
- O.** The Council will continue to protect and promote the specialist employment area of Hatton Garden as a location for jewellery-related uses in accordance with Policy S3 below.
- P.** The Council will continue to manage and protect the supply of non-designated industrial land in this area in line with Policy IE3 (Industry). The Council will ensure that development on allocated sites at Camley Street and St Pancras Way reprovides and intensifies the amount of employment floorspace across these sites including the appropriate reprovision of industrial, storage or distribution floorspace that supports the functioning of the CAZ and local economy, as part of mixed-use intensification proposals on individual sites or across multiple sites through a wider area plan.
- Q.** The Council will continue to protect the concrete plant at King's Cross, which is designated as an Aggregates Safeguarding Area on the Local Plan Policies Map.

Retail and town centres

- R.** The majority of new retail development in the south of the borough is expected to be delivered through development at Euston, towards the end of the Plan period, with additional provision to be made as part of re-use and re-development schemes coming forward in the CAZ retail clusters of Tottenham Court Road / Charing Cross Road / New Oxford Street and High Holborn / Kingsway.
 - S.** The Council will support and protect the CAZ retail clusters, Specialist Shopping Areas and Neighbourhood Centres in the south of the borough, in accordance with Policy IE6 (Designated Centres and Essential Services), to ensure they remain successful and vibrant centres that meet the needs of residents, workers and visitors. As part of this, the Council will continue to manage the location and concentration of food, drink and entertainment uses in this area and their impact.
 - T.** The south of the borough is also a key focus of the evening and night-time economy in Camden, and the Council will support efforts to widen the range of evening and night-time economy uses in the CAZ retail clusters, particularly where this will benefit local residents and people working night shifts, in line with the objectives set out in the Council's Evening and Night-time Economy Strategy.
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Policy S1

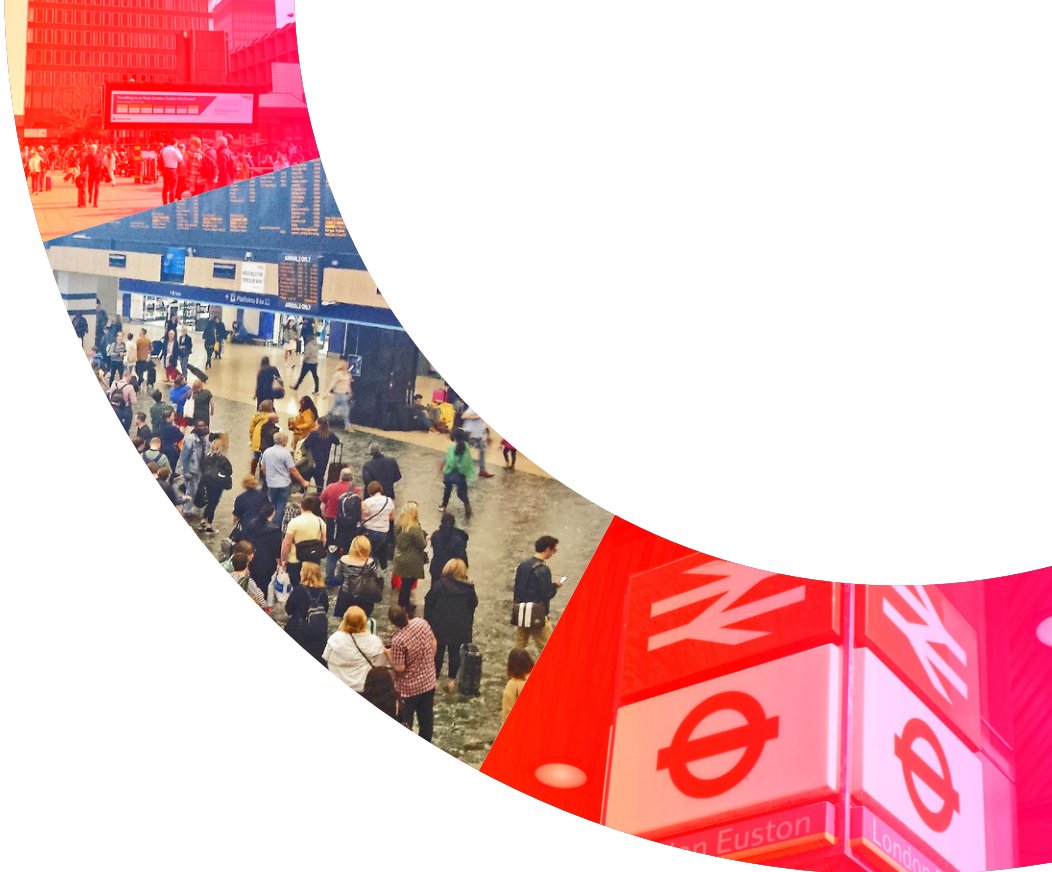
South Camden

Infrastructure

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To support the delivery of development in this area the Council will seek the provision of, and contributions to, the delivery of infrastructure, from appropriate development. The Council will work with relevant providers to ensure that the necessary infrastructure is secured, in order to provide the facilities needed for the borough's communities. Key priorities for the south of the borough include:

1. the delivery of a new High Speed 2 station and mainline station improvements at Euston;
2. the transformation of Euston Road and the removal of the King's Cross gyratory;
3. the delivery of an extensive "Liveable Neighbourhood" scheme in Holborn, with new areas of public realm and significant road safety improvements for pedestrians and cyclists, building on the success of the West End Project;
4. planned station upgrade at Holborn Underground station to increase capacity and provide step-free access from street to platforms;
5. the delivery of new and improved pedestrian and cycle links in accordance with the Council's Transport Strategy;
6. the creation of a new canal crossing to improve connectivity between King's Cross, Camley Street and St Pancras Way;
7. to connect, improve, make public and, where possible, reinstate historic lanes, alleyways and passages in and around Holborn to increase permeability and encourage walking;
8. the roll-out of the Council's neighbourhood-based Safe and Healthy Streets scheme across this area, delivering through-traffic reduction and other Healthy Streets measures;
9. the upgrade of the North London Line, to reinstate four tracks and deliver a third platform at Camden Road overground station from 2030, to meet future passenger and freight demand;
10. the Camden Highline, an elevated walkway between King's Cross and Camden Town;
11. the delivery of an Integrated Care Hub;
12. the delivery of improvements to the Oasis Sports Centre;
13. the delivery of the Bloomsbury Vision, which seeks to improve the public realm in and movement in and around the Bloomsbury Campus area, through the delivery of public realm improvements, highways greening measures, improved connections and new routes and enhanced signage to aid navigation;
14. the delivery of the Bloomsbury Green Corridor, a project to create a pedestrian friendly network of green links between existing open spaces, institutions and transport hubs, providing a vital element in the connection between Euston and the River Thames with the aim of creating a more climate resilient environment. This project is part of the delivery of the wider Camden Green Network stretching from Hampstead Heath to the River Thames;
15. the delivery of sustainable drainage and urban greening measures; and
16. delivering new and enhanced areas of public open space and play facilities and improving access to open spaces and nature, in line with Policy SC4 (Open Space).



Euston area

3.14 Euston is identified as an Opportunity Area in the London Plan 2021, with significant potential for intensification and an opportunity to comprehensively transform Euston Station and the immediate area into a world-class transport interchange and new residential and business district, delivering new homes and jobs.

3.15 To guide development and change at Euston, the Council, working in partnership with TfL and the GLA, prepared the Euston Area Plan (EAP), which was adopted in 2015. The EAP sets out the planning framework to guide transformational change in the area, focused on the redevelopment of Euston Station. It sets strategic policy for new development in the Euston area, illustrating where new open spaces and buildings could be, and what proposed uses could be (homes, shops, employment, community facilities). It provides guidance on important design considerations and enabling sustainable travel in and through the area. It also seeks to secure significant benefits from regeneration for the local community and London as whole.

3.16 To ensure the Council has an up-to-date policy framework to guide decisions at Euston, an updated Euston Area Plan has been produced. The new EAP sets strategic objectives and guidelines for development at Euston, in addition to allocating sites for development to deliver new homes and jobs.

3.17 Policy S2 sets out the Council's overarching approach to delivering development at Euston and should be read in conjunction with the EAP.

Figure 07:
Euston Area



Policy S2

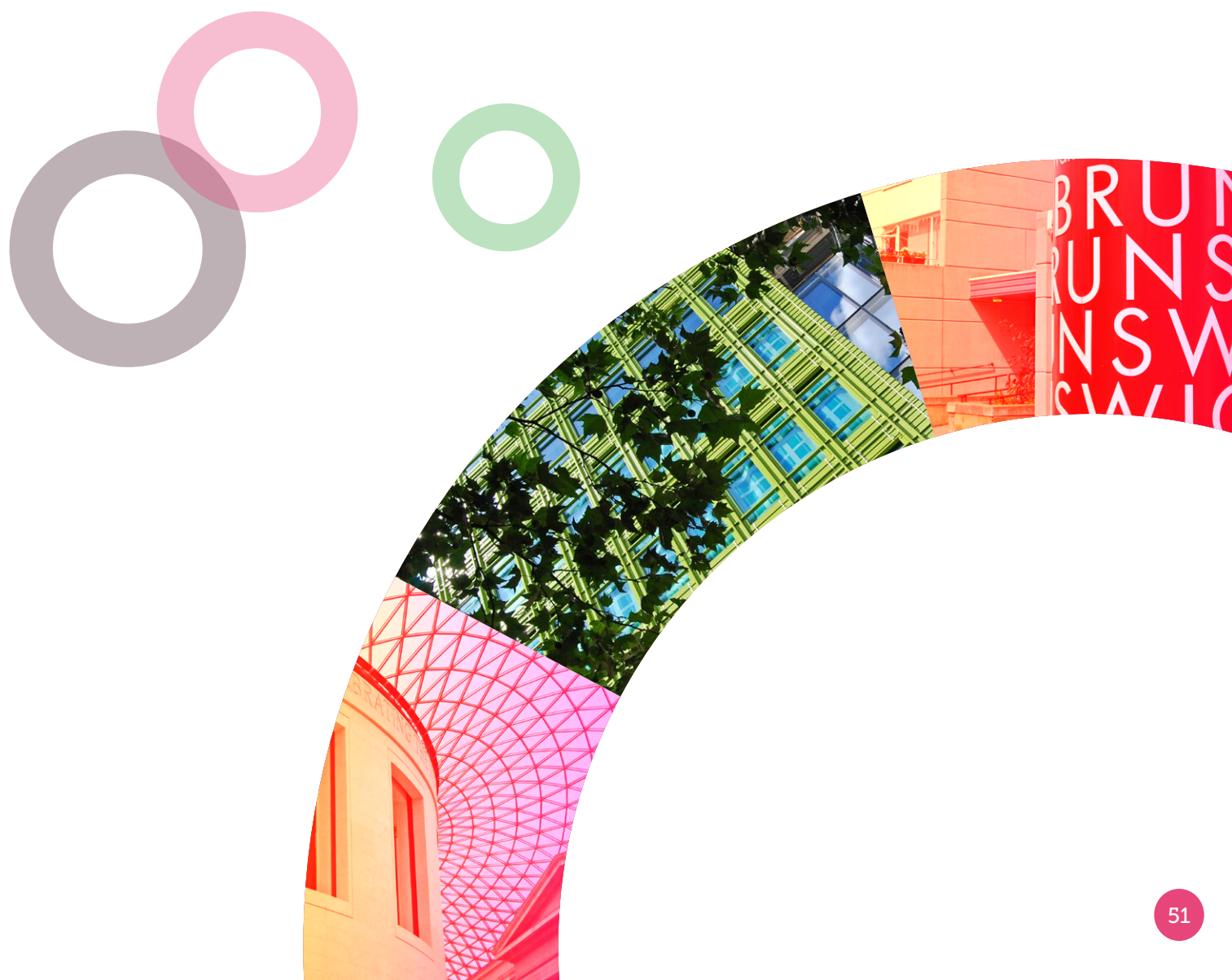
Euston Area

- A.** To realise the vision and objectives set out in the Euston Area Plan, the Council will:
1. seek to prioritise local need, ensuring that development contributes to reducing inequalities, improving health and increasing life chances in local residential communities, creating opportunities for all and ensuring that investment delivers benefits where they are most needed;
 2. expect development at Euston to deliver between 1,500 and 2,500 additional homes in total, along with the provision of appropriate replacement homes;
 3. expect development to deliver new and replacement employment floorspace across the Euston Area, and support and prioritise the creation and retention of suitable employment floorspace for research, learning and knowledge-based uses;
 4. expect development to deliver new and replacement retail and leisure floorspace, to contribute to the creation of vibrant streets and reinforce the role of existing centres;
 5. seek the provision of, and contributions to, the delivery of infrastructure to support new development and reflect local priorities and needs, in accordance with the infrastructure needs and priorities set out in the Euston Area Plan;
 6. expect development to create a network of new and improved open spaces to replace lost open spaces and meet the needs of new development;
 7. expect the re-development of Euston Station and associated development to be of excellent design, providing a world class, integrated station and transport interchange and a welcoming environment to residents and station users;
 8. seek to improve connectivity both within the Euston Area, and to the wider area, including north towards Camden Town and south to Bloomsbury and the River Thames, reducing the barrier effect of the Euston Road and encouraging sustainable and active travel;
 9. expect the development to be taken forward in a coordinated and phased way, recognising the importance of successful and thoughtful meanwhile uses, to energise spaces, deliver social and economic benefits, and open up opportunities to new ventures; and
 10. expect development to integrate high environmental standards, planting, biodiversity and green infrastructure, supporting a circular economy and contributing to improvements in air quality.
-

3.18 The Council will expect development proposals coming forward at Euston to be in accordance with this strategy to deliver local priorities and maximise community benefit at the planning, construction and end user phases, ensuring that all aspects of development promote health and well-being and address concerns around safety and security.

3.19 The Council will continue to work with partners to take forward the redevelopment of Euston to secure long term benefits from the station redevelopment for existing neighbouring communities and mitigate the impacts of HS2 and other construction works on residents, businesses and visitors to the area.

3.20 Development proposals at Euston will be expected to have regard to this Local Plan, the Euston Area Plan and the London Plan, in addition to other relevant documents, which together form the basis for decision making in the Euston area.





Hatton Garden jewellery industry area

3.21 The Hatton Garden area is a historic jewellery quarter within London and the centre of the diamond trade in the UK.

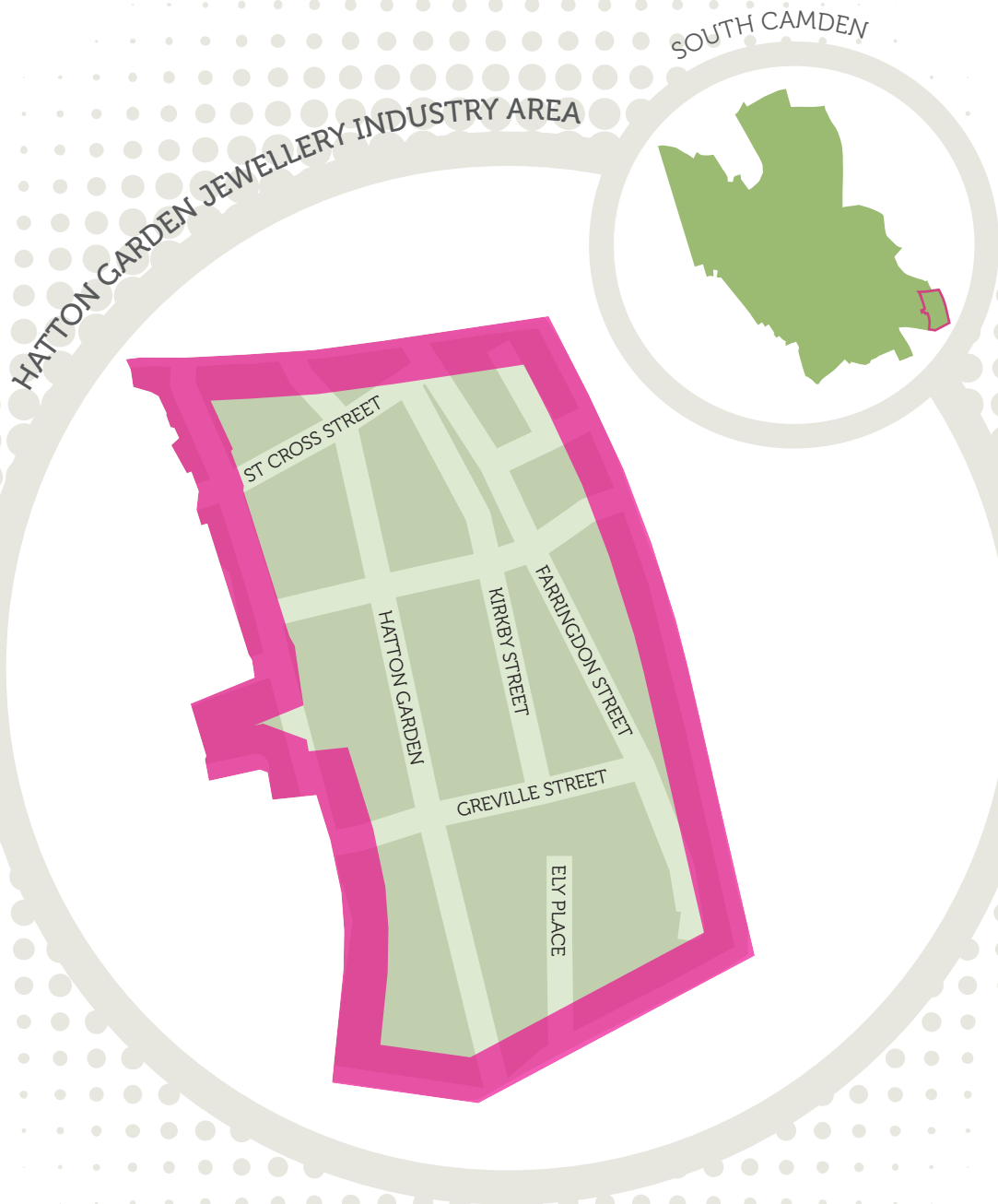
3.22 It contains a number of small light industrial workshops and specialist jewellery retailing functions, and is an important contributor to Camden's creative industries. Ground floors along main frontages are dominated by jewellery retail uses. Around three-quarters of businesses in Hatton Garden deal with suppliers, makers and institutions located in the area, highlighting the tight interdependencies between the businesses involved. Hatton Garden is formally designated as a specialist area on the Local Plan Policies Map recognising its role and character.

3.23 The Camden Economic Needs Assessment found that the jewellery industry in the borough had experienced growth in recent years with over 530 businesses now in this cluster. However, it also notes concerns about the continued pressure from non-jewellery-related uses able to pay significantly higher rents. The ability to deliver significant additional floorspace is challenging without the conversion of existing office space.



Figure 08:

Hatton Garden jewellery industry area



Policy S3

Hatton Garden Jewellery Industry Area

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- A.** The Council will seek to secure and retain premises suitable for use as jewellery workshops and related uses in the Hatton Garden area. We will also resist the development of business premises and sites for a non-business use.
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- B.** The Council will consider the development of premises or sites that are suitable for continued use as jewellery workshops provided that:
1. the level of jewellery workshop space is increased or at least maintained; and
 2. existing businesses on the site are retained as far as possible.
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- C.** Where proposals in Hatton Garden would increase the total gross internal area by more than 200sqm, we will seek 50% of the additional floorspace as affordable premises at 50% below market value for equivalent jewellery-related uses in the Hatton Garden area in perpetuity.
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- D.** To protect the concentration of specialist jewellery, we will seek the retention of retail uses in the designated specialist area.
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3.24 The Council will generally seek to resist the loss of viable jewellery workshop space. The conversion of premises will only be permitted where it can be demonstrated that they have been vacant and marketed for at least 12 months based on realistic rents for jewellery-related uses and where development of the site retains premises suitable for use as jewellery workshops as well as other appropriate uses. The marketing exercise must be specifically targeted towards the jewellery industry and through appropriate media. Furthermore, we will also resist the development of business premises and sites for a non-business use (as defined in the supporting text preceding Policy IE1 (Growing a Successful and Inclusive Economy) that support the jewellery industry in the Hatton Garden Area.

3.25 We will use planning obligations and conditions to ensure that premises provided for jewellery uses are suitable in terms of design, layout and affordability. There are a variety of workspace types occupied by jewellery businesses. Some manufacturing processes rely on the use of heavy equipment and gas extraction. Good natural light can also be critical. The cost of fit out will therefore be taken into account during the negotiation process as well as the period at which any discounted rent applies.

3.26 Where development would increase total gross floorspace by more than 200sqm, we will seek 50% of additional floorspace as affordable premises. In line with Policy IE4 (Affordable and Specialist Workspace) rents should be no more than 50% of the average for equivalent jewellery-related uses in the Hatton Garden area, however we will seek to negotiate the greatest discount to market rents that is viable.

3.27 Where workspace cannot be secured due to the nature of the site or the development, we will seek a financial contribution towards support for the jewellery industry, the level of contribution will be related to the area of workspace that would otherwise have been delivered in Hatton Garden. The requirement to provide workspace will take into account the current supply of space in the area.

3.28 The area has an important specialist retail function focussed at ground floor level around Hatton Garden (the street) and its immediate side streets. The Council will therefore support proposals that retain links with the jewellery industry.



Bloomsbury Campus Area

3.29 The Bloomsbury Campus Area extends over 22 hectares between Euston Station and the British Museum and contains a concentration of university-related buildings and activities.

3.30 The area is at the heart of higher education in Camden, providing the main base for the University of London and several member institutions including UCL (University College London), SOAS (the School of African and Oriental Studies), London School of Hygiene and Tropical Medicine, and Birkbeck.

3.31 The University provision in the Campus Area is complemented by many higher education institutions and facilities in other parts of the borough, such as the Royal Veterinary College and Central St Martins (University of the Arts), located north of St Pancras and King's Cross stations. Most of Camden's purpose-built student accommodation is also outside the area.

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

3.33 The Council is also working in partnership with the universities in this area to develop a vision for the Bloomsbury Campus Area. This will set out an overarching strategy to guide the delivery of public realm improvements; new and improved routes and connections; wayfinding measures; urban greening; measures to support the evening and night-time economy; improved servicing and reduced parking in this area.

3.34 Policy S4 sets out the Council's priorities for the Bloomsbury Campus Area and supports the delivery of the Bloomsbury Vision.

Figure 09:

Bloomsbury Campus Area



Policy S4

Bloomsbury Campus Area

- A.** Development in the Bloomsbury Campus Area should seek to:
1. maintain and expand the role of the Bloomsbury Campus Area as the heart of higher education in Camden;
 2. provide attractive and stimulating spaces for learning, research, sharing ideas, socialising, and supporting students;
 3. be designed to feel welcoming and inclusive to students, workers, residents and visitors;
 4. consolidate and increase academic space (including student support facilities and other ancillary space) in a way that celebrates the Universities' achievements and creativity and supports the Plan's other priorities for the Campus Area;
 5. deliver sustainable growth through collaboration across institutions to mitigate and adapt to climate change, upgrade the Bloomsbury decentralised energy network, and reduce carbon dioxide emissions;
 6. enhance the area's rich historic and architectural character, and respect its many heritage assets;
 7. enhance open space, streets and footpaths, creating a coherent network which is publicly accessible and animated wherever possible and appropriate (for example, by cafes and restaurants);
 8. make it easier to walk, wheel and cycle within and across the area, reducing the impact of motor vehicle traffic and parking, improving east-west links, enhancing Malet Street as a 'University High Street', and supporting a central focal point at Byng Place;
 9. design improvements to public spaces and walking, wheeling and cycling routes to integrate with the design of the West End Project; and
 10. seek provision of multi-purpose facilities that are shared with other organisations and the local community as far as possible.
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- B.** Where higher education development is proposed in the Campus Area for the University of London or its member institutions, the Council will not require the inclusion of self-contained homes provided the development is publicly funded or serves a public purpose. We will support the development of student housing in the Campus Area to serve the University of London or its member institutions where it will not compromise meeting the need for additional academic space.
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Priorities for development in the campus area

3.35 Policy S4 incorporates a number of priorities for the Campus Area drawn from university-produced Area Frameworks and the Bloomsbury Vision. The Council will expect development in the area to contribute to these priorities as far as possible, for example by: increasing the visibility of teaching, learning, and creative spaces; improving the landscaping of poor quality places such as the north end of Torrington Square and the margins of Woburn Square (for example, by removing hard surfaces, barriers and car parking, and enhancing planting and paving materials); and increasing the level of public access to privately-owned open spaces such as Malet Street Gardens.

3.36 The University Area Framework and the University of London's Zero-carbon Estates Handbook, which identify sustainability as a key objective, are consistent with the priority given to sustainable growth in Policy S4 and provide catalysts for collaboration between member institutions to tackle climate change. The sustainability and climate change requirements of the Local Plan and the London Plan will be applied to proposals in the Campus Area having regard to its particular characteristics and requirements.

3.37 The high priority given to the historic and architectural character of the Campus Area reflects its location wholly within the Bloomsbury Conservation Area, and the wealth of listed buildings it contains, including large academic buildings and terraces of nineteenth century houses (many of which now have university-related uses). The Campus Area also encompasses a number of public and private open spaces, including Woburn Square and Gordon Square Garden, which are London Squares with statutory protection. The north-eastern portion of the Campus Area is in the background of the London Plan landmark viewing-corridor from Greenwich Park (the General Wolfe Statue) to St Paul's Cathedral, and forms part of the wider setting consultation area for the view. Development in the Campus Area should accord with the design and heritage requirements of the Local Plan.

3.38 The West End Project is a programme of works to the public realm west and south of the Campus Area. The Project has created more people-friendly streets with less traffic, lower traffic speeds, wider pavements and better public spaces. Improvements

to walking and cycling routes and the public realm in the Campus Area will create opportunities to reduce the impact of motor vehicle traffic and parking, and to extend the Project's principles by integrating the design of streets and spaces from Tottenham Court Road to Bedford Way. Enhancement measures could include removing intrusive car-parking and any unnecessary street furniture, rationalising short-stay cycle parking in the public realm, and providing covered and secure cycle-parking for long stays in locations that minimise its impact.

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

Housing in the campus area

3.40 This Plan identifies self-contained housing as the Council's priority land use across the borough. However, given the existing concentration of higher education in the Campus Area, the benefits of co-locating university facilities, and the high value and limited supply of land, the Council will give a high priority to development of academic and ancillary facilities for the University of London in the Campus Area. Consequently, Policy S4 indicates that in specific circumstances we will not seek the inclusion of self-contained homes as part of development in the area.

3.41 Around a fifth of London's higher education students attend institutions in Camden, but we estimate that less than 1% live in the Campus Area. Additional student housing would benefit the area by increasing its sustainability and the levels of out-of-hours activity. These benefits do not outweigh the high priority we give to academic facilities for the University of London, and therefore Policy S4 indicates that we will support proposals for student housing in specific circumstances provided academic needs can also be met. Where these circumstances apply, we will also support suitable mixed-use proposals for academic space and student housing.

Site allocations

3.42 A number of site allocations are identified in the south of the borough, and these are shown on the map below and listed in Table 2. Site allocations in the Euston area are identified in the Euston Area Plan.

Figure 10:

Site allocations in South Camden



Table 2 | Site allocations in South Camden

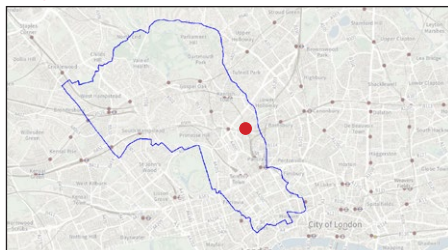
Site Reference	Previous Site Reference*	Site Name
S5	S4	120 – 136 Camley Street
S6	S5	104 – 114 Camley Street and Cedar Way Industrial Estate
S7	S6	24 – 86 Royal College Street (Parcelforce and former ATS Tyres Site)
S8	S7	St. Pancras Hospital
S9	S8	Shorebase Access
S10	S9	Bangor Wharf and Eagle Wharf
S11	S12	Former Royal National Throat, Nose and Ear Hospital
S12	S13	Belgrove House
S13	S14	Former Thameslink Station, Pentonville Road
S14	S15	Land at Pakenham Street and Wren Street
S15	S16	Land to the rear of the British Library
S16	S17	Former Central St Martins College
S17	S18	Selkirk House, 166 High Holborn, 1 Museum Street, 10 – 12 Museum Street, 35 – 41 New Oxford Street and 16a – 18 West Central Street
S18	S19	135-149 Shaftesbury Avenue
S19	S28	Cockpit Yard and Holborn Library
S20	N/A	York Way Depot and adjacent land at Freight Lane
S21	S20	Agar Grove Estate
S22	S22	6 St Pancras Way
S23	S23	Tybalds Estate
S24	S24	294 – 295 High Holborn
S25	S25	156 – 164 Gray's Inn Road
S26	S26	8 – 10 Southampton Row
S27	S30	Middlesex Hospital Annex, 44 Cleveland Street
S28	S31	Central Somers Town
S29	S32	Chalton Street, Godwin and Crowndale Estate
S30	S33	Birkbeck College, Malet Street
S31	S34	Senate House (NW quadrant), Malet Street
S32	S35	20 Russell Square

*Previous policy reference used in the draft Local Plan 2024

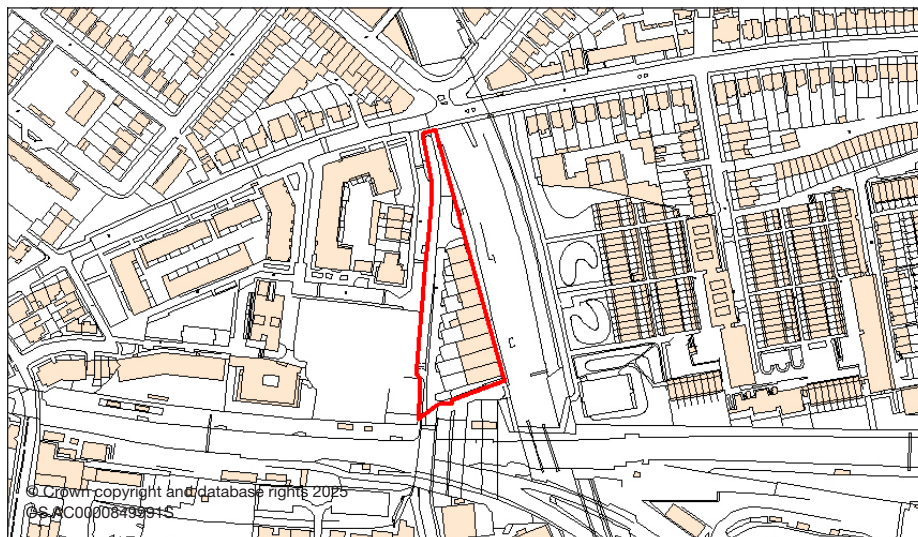
Allocation S5

120 – 136 Camley Street

Key plan



Site plan



Area	0.5 hectares
Allocated Use	Permanent self-contained homes and employment (including light industrial, maker spaces, offices)
Indicative Housing Capacity	110 additional self-contained homes
Description of Existing Site	The site currently consists of nine small-scale workshop units sitting below street level, occupied by garages/car repairers. The site sits alongside the Agar Grove Estate, which is being redeveloped, and includes an important north - south cycle route.

Context

- The Camley Street Neighbourhood Plan recognises the potential for development on this site, and adjacent sites, and sets out a number of criteria to guide redevelopment.
- The Council's adopted Canalside to Camley Street Supplementary Planning Document envisages that the area will undergo significant transformation in terms of intensification of the mix of uses and its character and appearance.

Allocation S5

120 – 136 Camley Street

Development and Design Principles

Development must:

1. ensure that a comprehensive approach is taken to site design and layout, having regard to the Canalside to Camley Street Supplementary Planning Document and the Camley Street Neighbourhood Plan;
2. be taken forward in a coordinated way, working jointly with other landowners. The Council will resist schemes that prejudice future development and design quality across the whole site and wider area; and where the timing of delivery would be unsupported by infrastructure;
3. intensify the employment floorspace on the site, with no net loss;
4. optimise the use of the site through efficient design, to enable the co-location of housing, employment and other proposed uses, whilst ensuring that the introduction of non-employment uses does not compromise the operation of employment uses;
5. optimise the provision of additional homes, which should form at least 50% of all additional floor area (GIA) proposed, potentially assessed in conjunction with the development of 104-114 Camley Street and Cedar Way Industrial Estate (Allocation S6);
6. make provision for the particular housing needs identified by Policy H6C where appropriate, and consider the inclusion of affordable housing for older people, or other people with care or support requirements, as a proportion of the additional affordable housing provision;
7. ensure that the design and layout of the scheme mitigates the impact of, and protects occupiers against, existing sources of noise, air pollution and other nuisance generating activities in accordance with the 'Agent of Change' principle and incorporates mitigation measures where necessary in accordance with Policy A1 (Protecting Amenity);
8. be designed to minimise the impact of operational vehicles, parking and servicing on existing streets, by coordinating and incorporating shared access points, and off street parking and servicing arrangements with compatible neighbouring uses;
9. be designed to create a stronger entrance into the wider area, and promote a strong sense of arrival to draw more people into and through the area; and
10. seek to provide a larger biodiversity corridor to enhance the north London Line at York Way.

The Camden Building Height Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 42m considered the potentially appropriate height range. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 (Tall Buildings) and other relevant development plan policies.

Allocation S5

120 – 136 Camley Street

Infrastructure Requirements

Development must:

11. contribute towards public realm and connectivity enhancement projects along Camley Street, to strengthen it as a key route for all cyclists and pedestrians, through:
 - a. the provision of a new public space and urban greening to improve the entrance from Agar Grove and the approach from the south under the adjacent bridge. This should include a coordinated route along/across the boundary with Agar Grove Estate (site S21);
 - b. the provision of a new public space and urban greening to improve the entrance from Agar Grove and the approach from the south under the adjacent bridge. This should include a coordinated route along/across the boundary with Agar Grove Estate (site S21);
 - c. the provision of an improved pedestrian and cycle route to the Maiden Lane estate;
 - d. contributing to improvements to the north Camley Street bridge underpass. This should consider opportunities to open up the adjacent railway arches;
 - e. safeguarding a future access point to the Camden Highline; and
12. seek to contribute towards improved access to bus services on Agar Grove.

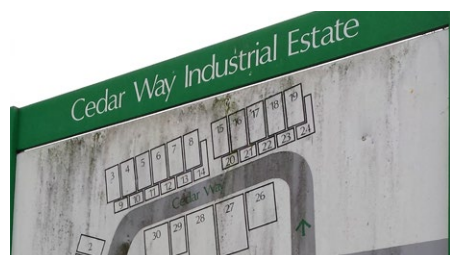
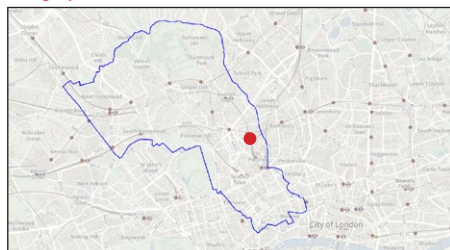
Other Considerations

- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Thames Water have suggested that the location of this site and the scale of development being proposed could trigger the need for local upgrades to the water supply and as such detailed assessment work is likely to be required. In some cases, this may involve a review of existing material where that work has recently been undertaken.
- Two viewing corridors, identified in the Mayor's London View Management Framework SPG, cross the site.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

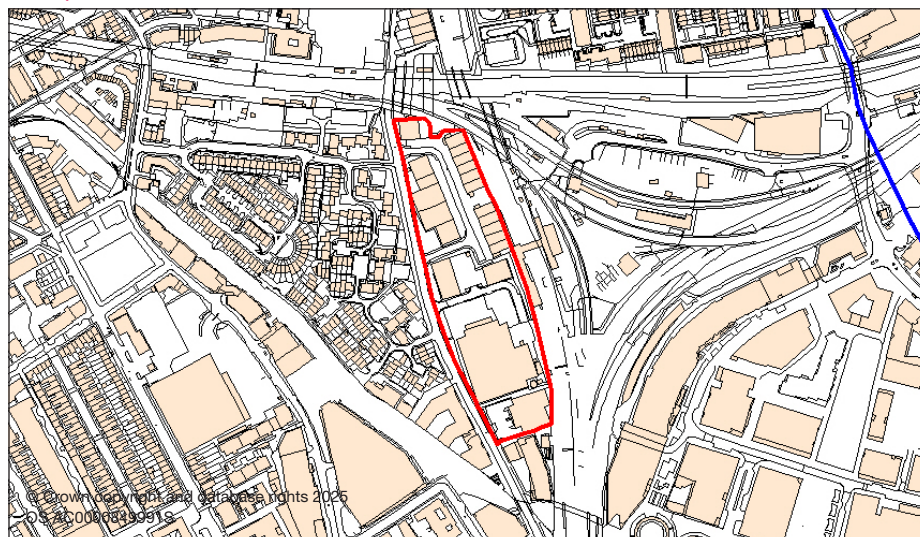
Allocation S6

104 – 114 Camley Street and Cedar Way Industrial Estate

Key plan



Site plan



Area	2.5 hectares
Allocated Use	Permanent self-contained homes and employment (including research and knowledge-based uses, light industrial, maker spaces, offices)
Indicative Housing Capacity	A contribution to the delivery of additional housing will be expected having regard to relevant Local Plan policies including Policy H2. Capacity has been estimated at 750 additional self-contained homes, but should relate to the scale of all additional floor area (GIA) proposed, and potentially be assessed in conjunction with the development of 120 – 136 Camley Street (Allocation S5).
Description of Existing Site	The site is located between Camley Street to the west and railway lines to the north and east. The 120 Camley Street site and the Agar Grove Estate lie to the north. There are some recently developed sites to the south that contain a mix of self-contained homes and student accommodation alongside retail and workspaces focused on small business incubator and move-on spaces. The site is a non-designated industrial area occupied by low rise commercial units of varying condition and is currently home to a range of uses including food processing and supplies, designers, heating and plumbing supplies, wholesale warehousing and distribution, IT services and offices.
Context	<ul style="list-style-type: none"> The Camley Street Neighbourhood Plan recognises the potential for development on this site, and adjacent sites, and sets out a number of criteria to guide redevelopment. The Council's adopted Canalside to Camley Street Supplementary Planning Document envisages that the area will undergo significant transformation in terms of intensification of the mix of uses and its character and appearance.

Allocation S6

104 – 114 Camley Street and Cedar Way Industrial Estate

Development and Design Principles

Development must:

1. ensure that a comprehensive approach is taken to site design and layout, having regard to the Canalside to Camley Street Supplementary Planning Document and the Camley Street Neighbourhood Plan;
2. be taken forward in a coordinated way, working jointly with other landowners. The Council will resist schemes that prejudice future development and design quality across the whole site and wider area; and where the timing of delivery would be unsupported by infrastructure;
3. intensify the employment floorspace on the site, with no net loss;
4. optimise the provision of additional homes, having regard to relevant Local Plan policies including Policy H2, and the scale of all additional floor area proposed;
5. optimise the use of the site through efficient design, to enable the co-location of housing, employment and other proposed uses, whilst ensuring that the introduction of non-employment uses does not compromise the operation of employment uses;
6. provide a variety of employment spaces and facilities that meet the needs of both existing and new business uses, such as light industrial, designer/ maker, creative industries, research and knowledge-based uses, and other industrial uses that support the local economy and the Central Activities Zone;
7. make provision for the particular housing needs identified in Policy H6C where appropriate, and consider inclusion of affordable housing for older people or other people with care or support requirements as a proportion of the additional affordable housing provision;
8. ensure that the design and layout of the scheme mitigates the impact of, and protects occupiers against, existing sources of noise, air pollution and other nuisance generating activities in accordance with the 'Agent of Change' principle and incorporates mitigation measures where necessary in accordance with Policy A1 (Protecting Amenity);
9. include the provision of free, publicly accessible toilets suitable for a range of users, including changing places toilets, and free drinking water;
10. be designed to include wide pavements lined with trees to help integrate the site with the surrounding area;
11. seek to create active street frontages by having doors and windows facing routes and spaces;
12. establish a series of integrated new routes and a network of open spaces and public areas of different forms and functions across the site, including places to relax, play and grow food;
13. explore opportunities to unlock east – west connections, to enhance links with other developments, neighbourhoods and new homes and employment spaces and improve access to nearby community and health facilities;
14. seek to provide a larger biodiversity corridor to enhance the north London Line at York Way which is a Grade II Site of Importance for Nature Conservation;
15. ensure that proposals for the redevelopment of this site appropriately consider their impact on the railway and its operations; and
16. be designed and located so as not to prejudice the continued operation of the aggregates transshipment facility which straddles the railway immediately east of this site.

The Camden Building Height Study identified this site as a location where tall buildings may be an appropriate form of development, with 15m to 62m outside the London View Management Framework (LVMF) viewing corridor and 15m – 45m inside the LVMF viewing corridor considered the potentially appropriate height ranges. Additional height, above these potentially appropriate height ranges, may be possible in some locations on this site, subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 (Tall Buildings) and other relevant development plan policies.

Allocation S6

104 – 114 Camley Street and Cedar Way Industrial Estate

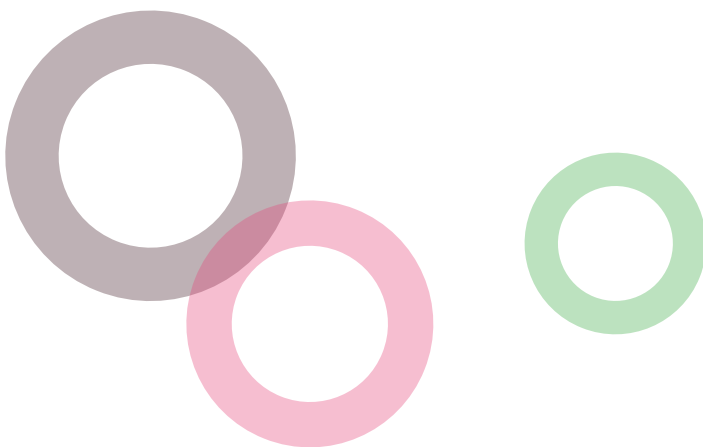
Infrastructure Requirements

Development must:

17. contribute towards public realm and connectivity enhancement projects along Camley Street through:
 - a. the provision of a new and improved public realm and spaces to improve the entrance into Camley Street from Agar Grove, Barker Drive and approaches from the south to create a pleasant, attractive and green walking, wheeling and cycling route;
 - b. the provision of an improved pedestrian and cycle route to Maiden Lane Estate;
 - c. improvements to the north Camley Street bridge underpass. This should consider opportunities to open up adjacent railway arches; and
18. contribute to the creation of a new canal crossing to improve connectivity between King's Cross, Camley Street and St Pancras Way.

Other Considerations

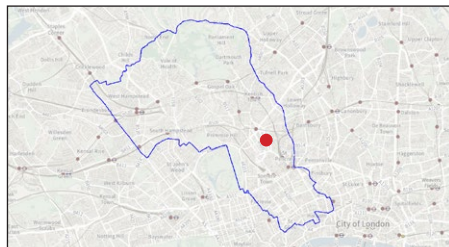
- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is larger than 1 hectare and identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/ or detailed drainage strategy may be required.
- There is a critical trunk sewer running through this site which would need to be appropriately considered through the planning and design stage.
- Two viewing corridors, identified in the London View Management Framework SPG, cross the site.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).



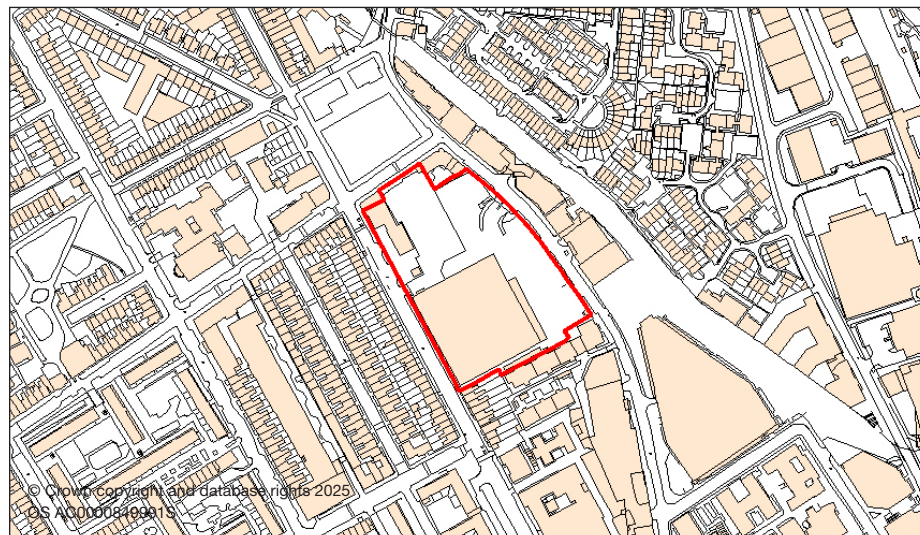
Allocation S7

24 - 86 Royal College Street
(Parcelforce and former ATS Tyres Site)

Key plan



Site plan



Address	24- 86 Royal College Street (Parcelforce and former ATS tyre site)
Area	1.53 hectares
Allocated Use	Permanent self-contained homes and employment (including research and knowledge-based uses)
Indicative Housing Capacity	280 additional self-contained homes
Description of Existing Site	<p>The site sits between Royal College Street and St Pancras Way, which are both busy north - south vehicular routes. The majority of the site has been used as a parcel sorting office and depot for many years in a large two-storey building with a substantial yard/car park.</p> <p>The northwest corner of the site was formerly used for car maintenance and MOT operations; however this part of the site is now vacant and has been cleared.</p>

Context

- The site is in close proximity to the Regent's Canal and King's Cross St Pancras Conservation Areas, although the existing buildings are not within a conservation area and are not identified as heritage assets. A number of properties on Royal College Street and Pratt Street are Grade II listed.
- The Council's adopted Canalside to Camley Street Supplementary Planning Document envisages that the area will undergo significant transformation in terms of intensification of the mix of uses and its character and appearance.
- Planning permission (2020/0728/P) for a health care facility was granted in February 2021 for 80 - 86 Royal College Street, the part of the site previously occupied by ATS tyres.

Allocation S7

24 - 86 Royal College Street
(Parcelforce and former ATS Tyres Site)

Development and Design Principles

Development must:

1. ensure that a design-led approach is taken to delivering the optimum amount of development on the site, and that where demolition is proposed it should be justified in accordance with Policy CC2 (Retention of Existing Buildings);
2. ensure that a comprehensive approach is taken to site design and layout, having regard to the Canalside to Camley Street Supplementary Planning Document;
3. be taken forward in a coordinated way, working jointly with other landowners. The Council will resist schemes that prejudice future development and design quality across the whole site and wider area; and where the timing of delivery would be unsupported by infrastructure;
4. intensify employment uses on the site, ensuring no net loss of floorspace, alongside the introduction of residential accommodation;
5. optimise the provision of additional homes, having regard to relevant Local Plan policies including Policy H2, and the scale of all additional floor area proposed;
6. be designed to sensitively respond to the adjacent conservation areas and heritage assets;
7. be designed to integrate with the surrounding area through the creation of a permeable layout, the use of a finer grain of building blocks, and the creation of new public routes and spaces through the site;
8. make provision for particular housing needs identified by Policy H6C where appropriate, and consider the inclusion of affordable housing for older people or other people with care or support requirements as a proportion of the additional affordable housing provision;
9. include more active and engaging street-level elevations and frontages around the site, particularly those addressing St Pancras Way and Royal College Street; and
10. use opportunities to set back building lines to accommodate urban greening and street tree planting.

The Camden Building Height Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 42m considered the potentially appropriate height range. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 (Tall Buildings) and other relevant development plan policies.

Allocation S7

24 - 86 Royal College Street
(Parcelforce and former ATS Tyres Site)

Infrastructure Requirements

Development must:

11. make provision for an inclusive public green space on site, alongside other smaller green and amenity spaces required for the proposed uses;
12. contribute towards improvements to the cycleway along Pratt Street; and
13. contribute to the creation of a new canal crossing to improve connectivity between King's Cross, Camley St and St Pancras Way.

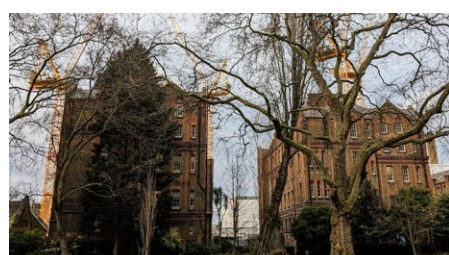
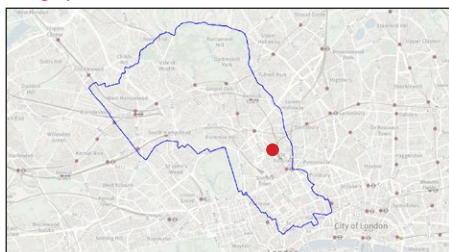
Other Considerations

- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is larger than 1 hectare and identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Thames Water have suggested that the location of this site and the scale of development being proposed could trigger the need for local upgrades to the water supply and as such detailed assessment work is likely to be required. In some cases, this may involve a review of existing material where that work has recently been undertaken.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

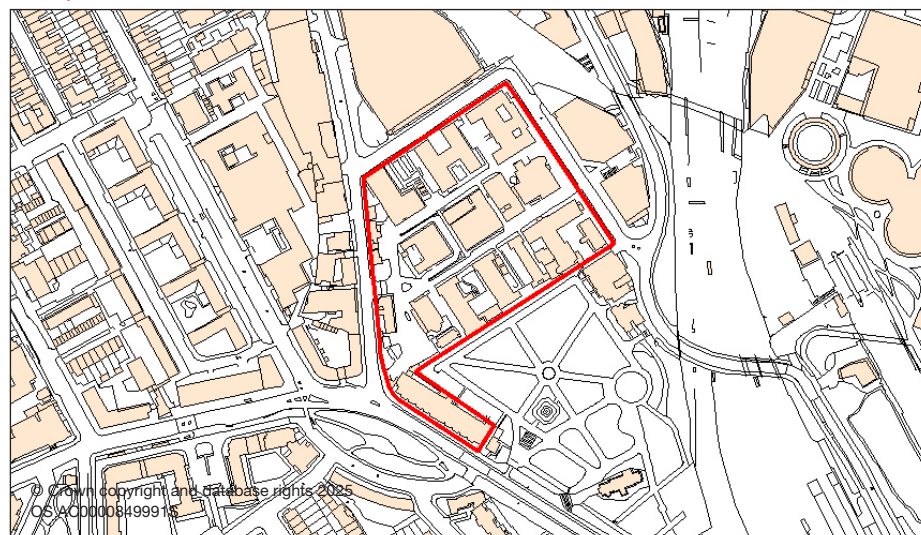
Allocation S8

St Pancras Hospital

Key plan



Site plan



Area	2.18 hectares
Allocated Use	Health, permanent self-contained homes, education, employment (including research and knowledge based uses, light industrial, maker spaces, offices)
Indicative Housing Capacity	200 additional self-contained homes
Description of Existing Site	St Pancras Hospital sits at a prominent location on St Pancras Way, with St Pancras Church and Gardens to the south and 6 St Pancras Way (formerly referred to as 'Ugly Brown Building') to the north. The site is bounded by a long expanse of high walls. Access to the site is from St Pancras Way and Granary Street which links onto Camley Street.

Context

- The site is within the St Pancras Gardens sub-area of the King's Cross St. Pancras Conservation Area and adjacent to the Regent's Canal conservation area. The King's Cross and St. Pancras Conservation Area appraisal identifies a number of positive contributors within and adjacent to the site.
- The appraisal notes that the east and west Hospital Wings and the Residence Building around the edge of the listed St Pancras Gardens are arguably the most cohesive and important collection of buildings on the site and that the water tower in the central section is a distinct landmark.
- St Pancras Gardens is also a Grade 2 Site of Importance for Nature Conservation.
- Planning permission has been granted (2020/4825/P) on part of the site for a new purpose-built facility for Moorfields Eye Hospital, University College London and Moorfields Eye Charity.
- The continued use of the site for health purposes is supported. The priority for the part of the site not occupied by health facilities is permanent self-contained homes.
- The Council's adopted Canalside to Camley Street Supplementary Planning Document envisages that the area will undergo significant transformation in terms of intensification of the mix of uses and its character and appearance.

Allocation S8

St Pancras Hospital

Development and Design Principles

Development must:

1. ensure that a comprehensive approach is taken to site design and layout, having regard to the Canalside to Camley Street Supplementary Planning Document and the planning permission for a new purpose-built facility for Moorfields Eye Hospital granted for part of the site (2020/4825/P);
2. be taken forward in a coordinated way, working jointly with other landowners. The Council will resist schemes that prejudice future development and design quality across the whole site and wider area; and where the timing of delivery would be unsupported by infrastructure;
3. optimise the provision of permanent self-contained homes and ensure that the delivery of new permanent self-contained homes is prioritised over the provision of employment and other non-health related uses;
4. be designed to conserve or enhance existing heritage assets, including building, spaces and the adjacent St Pancras Gardens, recognising their contribution to the character of the conservation area, and seek to retain and restore buildings that make a positive contribution in accordance with Policy D5 (Historic Environment);
5. explore opportunities to create an active and engaging street frontage along Granary Street and St Pancras Way;
6. create new public routes for pedestrians and cyclists to provide a connection from St Pancras Way to Granary Street, 101 Camley Street and the Regent's Canal, and to the adjacent 6 St Pancras Way development site to the north of Granary Street;
7. explore opportunities to integrate the open space and landscaping proposals between the north-east corner of the site and public realm spaces created at 101 Camley Street and 6 St Pancras Way to optimise the quality of open space provision and help facilitate canalside access and views;
8. reinforce the role of the Granary Street / Camley Street junction as a key gateway location;
9. be designed to improve the visual relationship with, and access from, northern Somers Town; and
10. incorporate measures to manage the effects of lighting on the Canal to avoid light pollution, protect biodiversity and allow for the continued use of the canal corridor by protected bat species.

The Camden Building Height Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 45 m considered the potentially appropriate height range. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 (Tall Buildings) and other relevant development plan policies.

Allocation S8

St Pancras Hospital

Infrastructure Requirements

Development must:

11. contribute to the creation of a new canal crossing, to improve connectivity between King's Cross, Camley Street and St Pancras Way.

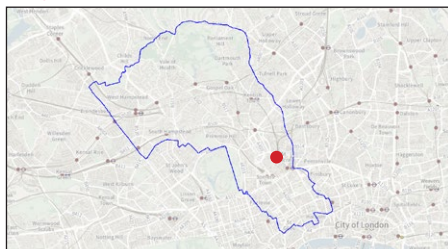
Other Considerations

- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is larger than 1 hectare and identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Thames Water have suggested that the location of this site and the scale of development being proposed could trigger the need for local upgrades to the water supply and as such detailed assessment work is likely to be required. In some cases, this may involve a review of existing material where that work has recently been undertaken.
- Part of the site is within a viewing corridor set out in the London View Management Framework SPG.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

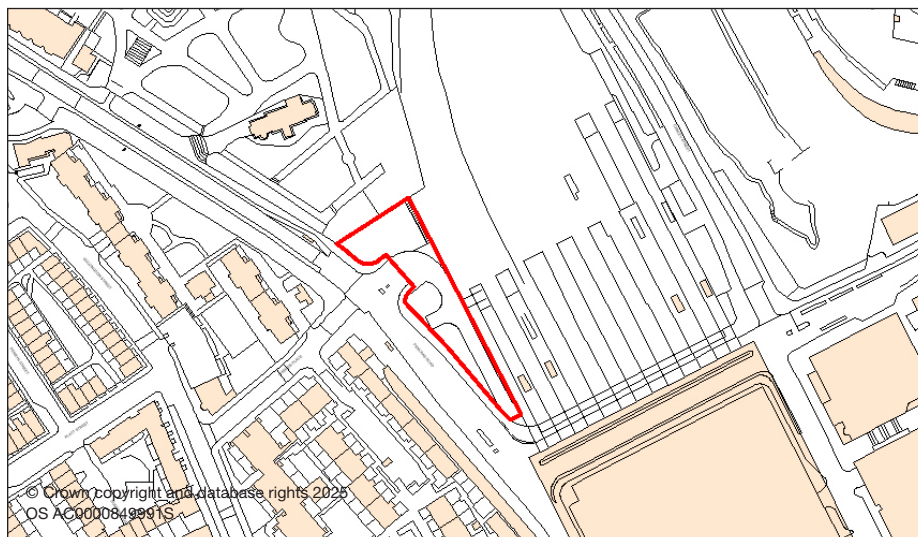
Allocation S9

Shorebase Access

Key plan



Site plan



Address	Shorebase Access Land, Pancras Road, NW1 1UN
Area	0.19 hectares
Allocated Use	Permanent self-contained homes and student accommodation and offices
Indicative Housing Capacity	41 additional self-contained homes
Description of Existing Site	The site is an undeveloped parcel of land on Pancras Road surrounded by large fences and gates. It is used to access the railway tracks at St Pancras Station to service train operations. Although relatively small in scale, there is the potential for it to be redeveloped and still be used as an access point. There are a mix of uses around the site. Directly opposite there is a series of small-scale retail and business units, with housing behind and further along Pancras Road. The site is directly south of St Pancras Old Church and Gardens.

Context

- The site is within the King's Cross and St Pancras Conservation Area and in close proximity to the Grade II* St Pancras Old Church and Grade II listed church gardens. St Pancras Gardens is a Grade II Site of Importance for Nature Conservation.
- The Council's adopted Canalside to Camley Street Supplementary Planning Document envisages that the area will undergo significant transformation in terms of intensification of the mix of uses and its character and appearance, and developers will be expected to have due regard to this.

Allocation S9

Shorebase Access

Development and Design Principles

Development must:

1. deliver a housing-led mixed use scheme;
2. optimise the provision of permanent self-contained homes having regard to Policies H1 (Maximising Housing Supply) and H2 (Maximising the supply of self-contained housing from mixed use schemes), and the scale of additional floor area (GIA) proposed. Where student accommodation is proposed this should be in accordance with Policy H9 (Purpose-built Student Accommodation);
3. ensure that the design and layout of the scheme mitigates the impact of, and protects occupiers against, existing sources of noise, air pollution and other nuisance generating activities in accordance with the 'Agent of Change' principle and incorporates mitigation measures where necessary in accordance with Policy A1 (Protecting Amenity);
4. respect the setting and views of the listed St Pancras Old Church and St Pancras Gardens;
5. retain and enhance the green buffer at the northern end of the site through the provision of new trees and planting, to help preserve and enhance the tranquil nature of the listed St Pancras Old Church and St Pancras Gardens;
6. create a more active and engaging street frontage addressing Pancras Road; and
7. ensure that operational access to the Shorebase logistics facility is maintained.

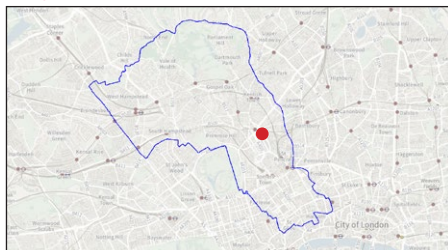
Other Considerations

- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Thames Water have suggested that the location of this site and the scale of development being proposed could trigger the need for local upgrades to the water supply and as such detailed assessment work is likely to be required. In some cases, this may involve a review of existing material where that work has recently been undertaken.

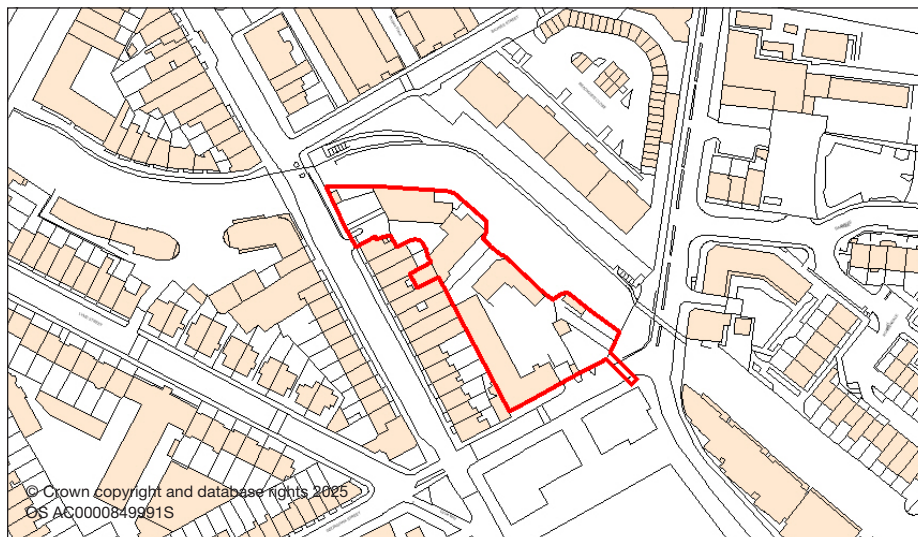
Allocation S10

Bangor Wharf and Eagle Wharf

Key plan



Site plan



Address	Bangor Wharf and Eagle Wharf, Georgiana Street, London NW1 0QS
Area	0.25 hectares
Allocated Use	Permanent self-contained homes and employment
Indicative Housing Capacity	50 additional self-contained homes
Description of Existing Site	The site (consisting of Bangor Wharf and Eagle Wharf) is adjacent to the Regent's Canal and Gray's Inn Bridge. The site is bordered by the Canal to the northeast, by Georgiana Street to the southeast, and by a row of listed Georgian townhouses along Royal College Street to the southwest. It comprises hard standing and a range of buildings. Eagle Wharf is currently occupied as offices and studios. Bangor Wharf was used as offices and storage.

Context

- The site is within the Regent's Canal Conservation Area and the Conservation Area Appraisal and Management Strategy identifies the former forage warehouse at Eagle Wharf and former dock as positive contributors.
- The site is immediately adjacent to the Regent's Canal (Grand Union Canal), which is a designated Site of Importance for Nature Conservation (SINC), open space, and Green Corridor.
- The Council's adopted Canalside to Camley Street Supplementary Planning Document envisages that the area will undergo significant transformation in terms of intensification of the mix of uses and its character and appearance.

Allocation S10

Bangor Wharf and Eagle Wharf

Development and Design Principles

Development must:

1. ensure that a comprehensive approach is taken to site design and layout, having regard to the Canalside to Camley Street Supplementary Planning Document;
2. be taken forward in a coordinated way, working jointly with other landowners. The Council will resist schemes that prejudice future development and design quality across the whole site and wider area; and where the timing of delivery would be unsupported by infrastructure;
3. optimise the provision of additional homes, having regard to relevant Local Plan policies including Policy H2, and the scale of all additional floor area (GIA) proposed;
4. retain and enhance the wharf building at Eagle Wharf;
5. be designed to minimise potential conflicts between residential and other uses;
6. provide flexible space suitable for a range of employment uses;
7. provide an active frontage to Georgiana Street;
8. be of a form and scale which is appropriate to the Regent's Canal Conservation Area, and responds to the open character of this part of the Canal and to surrounding listed buildings, and respects the amenity of neighbouring residents;
9. seek to utilise the Canal for the transportation of goods and materials, both during construction and in the operation of the development;
10. ensure that the design and layout of the development responds positively to its canalside setting;
11. contribute to improvements in the biodiversity of the Canal, which is designated as a Site of Importance for Nature Conservation;
12. incorporate measures to manage the effects of lighting on the Canal to avoid light pollution, protect biodiversity and allow for the continued use of the canal corridor by protected bat species; and
13. retain or reuse (on site) the granite setts at Bangor Wharf.

Infrastructure Requirements

Development must:

14. consider the provision of infrastructure for canal moorings alongside the site.

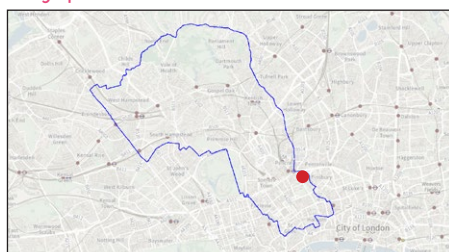
Other Considerations

- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- The indicative housing capacity on this site is based on the retention and extension of existing buildings. Where substantial demolition is proposed this will need to be justified in accordance with Policy CC2 (Retention of Existing Buildings).
- There is a critical trunk sewer running through this site which would need to be appropriately considered through the planning and design stage.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

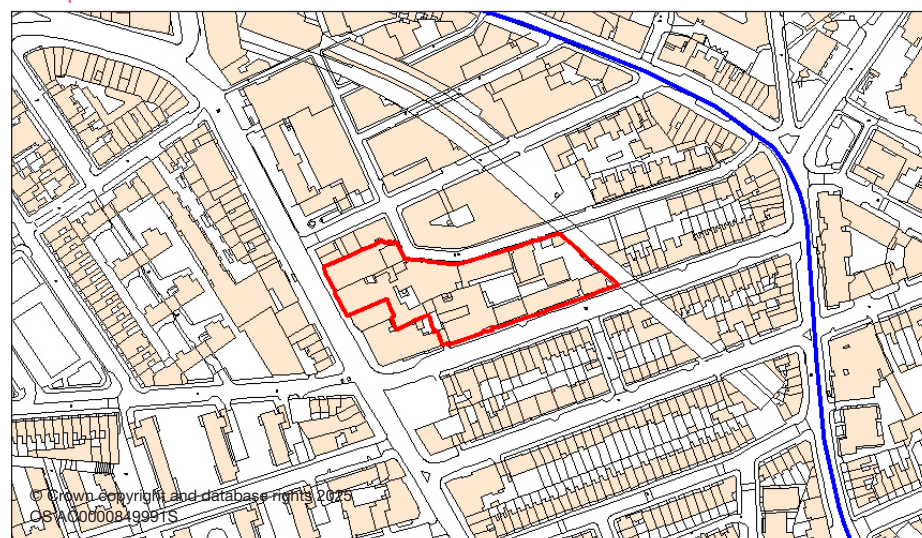
Allocation S11

Former Royal National Throat, Nose and Ear Hospital

Key plan



Site plan



Address	330 Grays Inn Road, WC1 8DA
Area	0.61 hectares
Allocated Use	Employment (including research and knowledge-based uses), permanent self-contained homes
Indicative Housing Capacity	A contribution to the delivery of additional housing will be expected having regard to relevant Local Plan policies including Policy H2. This has been assessed as 72 additional self-contained homes in the context of the development permitted, but provision in any subsequent scheme should relate to the scale of all additional floor area proposed.
Description of Existing Site	The site was previously occupied by the Royal National Throat, Nose and Ear Hospital, which has now been relocated to Huntley Street. The site has frontages to Grays Inn Road, Wicklow Street, Swinton Street and backs on to the railway cutting. The area around the site is home to a mix of different uses including retail, offices, hotels and housing.

Context

- Planning permission has been granted for a mixed use office development with lab-enabled floors, self-contained residential homes and a hotel with gym and restaurant use. (2020/5593/P).
- The site is within the King's Cross St Pancras Conservation Area. The Bloomsbury Conservation Area is located on the opposite side of Swinton Street to the south.
- The site's size and location mean that it could accommodate a range of different uses which would add to the vibrancy of the surrounding area and support key industries associated with the knowledge economy.

Allocation S11

Former Royal National Throat, Nose and Ear Hospital

Development and Design Principles

Development must:

1. be informed by a robust understanding of the context of the site and the merits of existing buildings and collections of buildings. Given the historic context of the site and its contribution to the wider conservation area, proposals for demolition / extension or redevelopment of buildings and collections of buildings must be clearly justified, and new development must be designed in a way that respects the character of the original buildings, their setting and the site as a whole; and
2. improve permeability across the site and the wider area by creating a new pedestrian route through the site.

Infrastructure Requirements

Development must:

3. make provision on-site for a pocket park / public amenity space, which should include new tree planting.

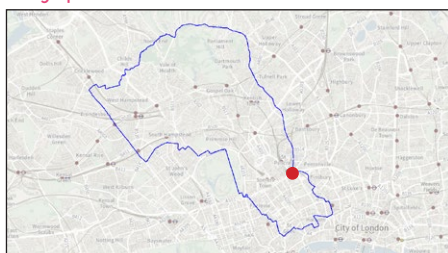
Other Considerations

- Planning permission has been granted for a development of up to 15 storeys on this site. Suitable heights for any subsequent scheme should be determined through a detailed assessment, particularly of heritage impacts, in accordance with Local Plan policies.
- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Thames Water have suggested that the location of this site and the scale of development being proposed could trigger the need for local upgrades to the water supply and as such detailed assessment work is likely to be required. In some cases, this may involve a review of existing material where that work has recently been undertaken.
- The need to protect the functioning of the Ear Institute from construction impacts associated with the development of this site needs to be carefully considered and agreed prior to the commencement of development.
- The site is within two viewing corridors set out in the London View Management Framework SPG.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

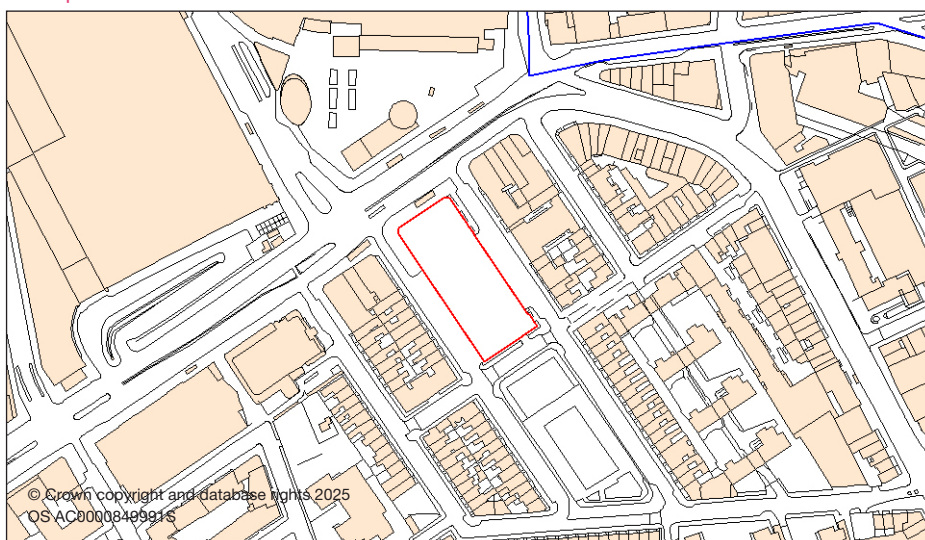
Allocation S12

Belgrove House

Key plan



Site plan



Area	0.4 hectares
Allocated Use	Research and knowledge-based uses (including offices) and permanent self-contained homes
Indicative Housing Capacity	A contribution to the delivery of additional housing will be expected having regard to relevant Local Plan policies including Policy H2. This has been assessed as 32 additional self-contained homes (to be delivered off site) in the context of the development permitted.
Description of Existing Site	Belgrove House has now been demolished and the site cleared. It is a whole block site that is prominent in visual terms and located in an important historical context.

Context

- The site is within the King's Cross St Pancras Conservation Area, adjacent to the Bloomsbury Conservation Area and surrounded by a number of listed buildings, including King's Cross Station and St Pancras Station, which are Grade I listed.
- The site is adjacent to Argyle Square which is protected under London Squares Preservation Act 1931.
- Planning permission has been granted (2020/3881/P) for a commercial scheme, with off-site housing delivery for 32 homes planned on the Acorn House site nearby.
- If the planning permission is not implemented, a mixed use scheme remains the policy presumption, and the requirement for housing, and the case for off-site housing delivery, would need to be considered afresh, having regard to the scale of all additional floor area (GIA) proposed.

Allocation S12

Belgrove House

Development and Design Principles

Development must:

1. deliver a commercial-led mixed use scheme;
2. be of an exceptional standard of architecture, to enhance the setting of the area's rich character, heritage assets, including the Grade I stations, and open spaces;
3. provide visual connection with, and activity on, the side streets;
4. improve the site's relationship with Argyle Square; and
5. be designed to match the building line along Euston Road to allow for improved pedestrian movement.

Infrastructure Requirements

Development must:

6. integrate a step-free London Underground entrance within the site to enable the removal of the entrance structures to the front of the site;
7. deliver a range of community benefits, including enhanced education and employment opportunities;
8. include provision of community functions, such as genuinely flexible and affordable space for the local community; and
9. contribute towards public realm and highway improvements, including significant improvements to the pedestrian and cycling environments adjacent to the site.

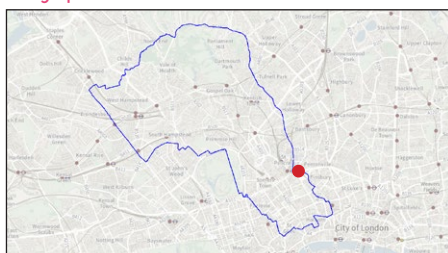
Other Considerations

- Planning permission has been granted for a development of up to 10 storeys on this site. Suitable heights for any subsequent scheme should be determined through a detailed assessment, particularly of heritage impacts, in accordance with Local Plan policies.
- Opportunities to deliver a direct pedestrian crossing across Euston Road on the east arm of the Belgrove Street junction should be explored in consultation with Transport for London, alongside the relocation of the tube entrances.
- The site is covered by the Crossrail 2 Safeguarding Direction – Site of surface interest. Any future planning applications should be referred to Transport for London for comment.

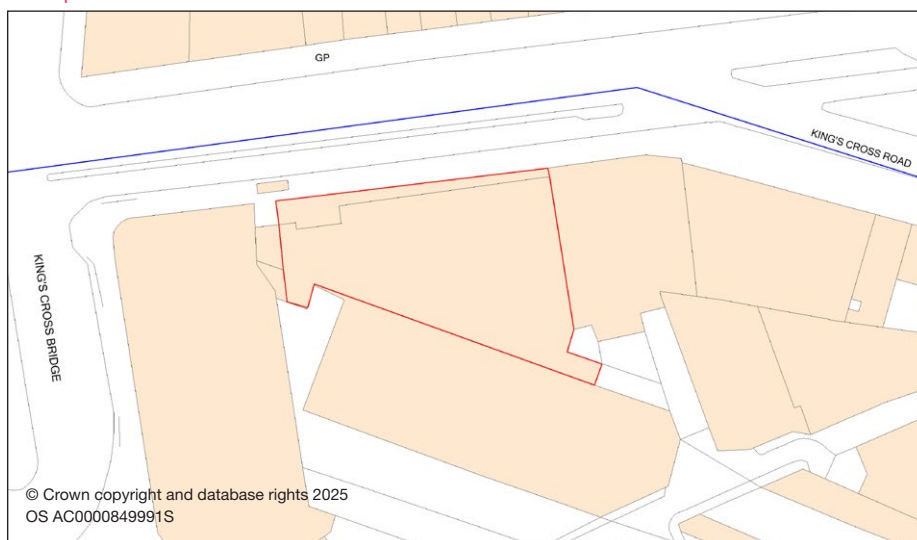
Allocation S13

Former Thameslink station, Pentonville Road

Key plan



Site plan



Area	0.06 hectares
Allocated Use	Employment (including research and knowledge-based uses, maker spaces, offices), and permanent self-contained homes
Indicative Housing Capacity	A contribution to the delivery of additional housing will be expected having regard to relevant Local Plan policies including Policy H2. This has been estimated as 22 additional self-contained homes, but should relate to the scale of all additional floor area proposed.
Description of Existing Site	<p>The site comprises of the single storey former Thameslink station entrance and ticket office fronting onto Pentonville Road. There is a basement level under the building and railway tracks immediately to the rear of the site at lower level.</p> <p>The site is adjacent to 257 – 259 Pentonville Road, which is Grade II listed and occupied by the Big Chill late night music venue; and the Scala music venue and snooker hall on the corner of Grays Inn Road and Pentonville Road.</p>

Context

- The site is within the King's Cross St Pancras Conservation Area.
- The adjacent Scala building is a valued music venue and identified as a positive contributor to the conservation area. The Scala and the nearby lighthouse building are both considered to be local landmarks that provide visual pointers to help orientate and navigate around the area.
- The Big Chill House, 259 Pentonville Road, adjacent to the site is Grade II listed.

Allocation S13

Former Thameslink station, Pentonville Road

Development and Design Principles

Development must:

1. ensure that a design-led approach is taken to delivering the optimum amount of development on the site. Where demolition is proposed, this should be justified in accordance with Policy CC2 (Retention of Existing Buildings);
2. deliver a mixed use scheme, including research and knowledge-based uses and small workshop spaces;
3. seek to include housing on site, provided it can be demonstrated to be compatible with the two nearby late night uses, the train tracks to the rear, and the busy nature of Pentonville Road. Applicants would need to clearly demonstrate that development could achieve suitable levels of amenity in terms of noise and air quality in accordance with Policy A4 (Noise) and A3 (Air Quality);
4. be designed to respect the adjacent listed building and the Scala building, as a positive contributor to the conservation area, and should respond positively to the character of St Chad's Place and Wicklow Street;
5. not have a detrimental effect on the operation of the adjoining Big Chill late night music venue and Scala music venue and snooker hall in line with the agent of change principle; and
6. provide an active frontage along Pentonville Road to improve the relationship with the street.

Infrastructure Requirements

Development must:

7. be taken forward in consultation with the relevant transport providers to establish whether there is a need to retain an entrance / exit and ticketing area for the London Underground station.

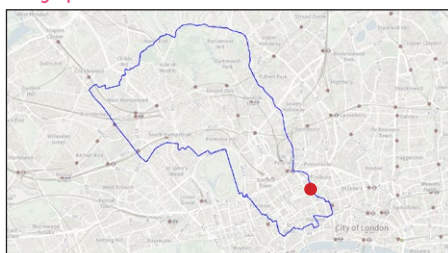
Other Considerations

- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- The site is within two viewing corridors set out in the London View Management Framework SPG.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

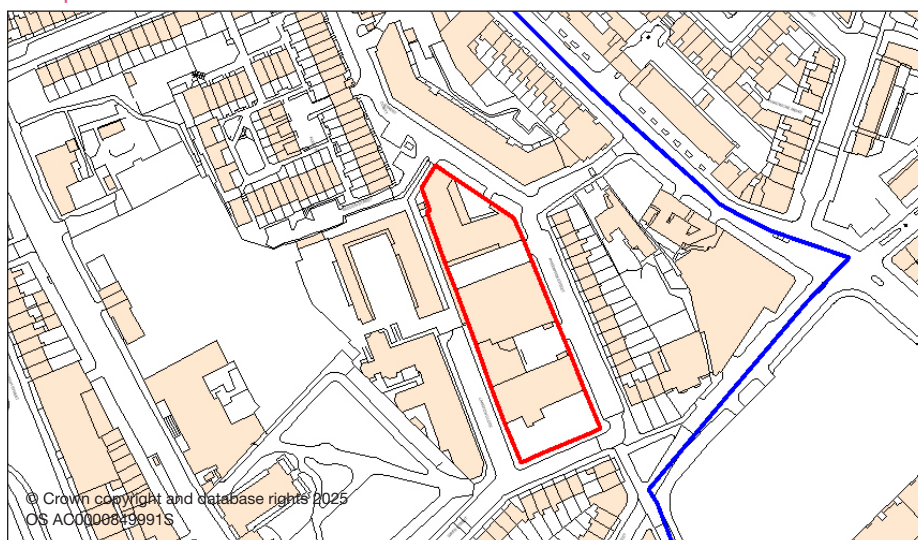
Allocation S14

Land at Pakenham Street and Wren Street

Key plan



Site plan



Area	0.44 hectares
Allocated Use	Education and / or employment uses (including research and knowledge-based uses, maker space and offices) and permanent self-contained homes
Indicative Housing Capacity	A contribution to the delivery of additional housing will be expected, having regard to relevant Local Plan policies including Policy H2. Capacity has been estimated at 70 additional self-contained homes, but should relate to the scale of all additional floor area proposed.
Description of Existing Site	The site is currently occupied by a number of small businesses, including printing, graphic design, video graphics, light manufacturing and offices. The wider area is heavily built-up and contains a mix of uses including offices, retail, hotels and housing. Major development is taking place opposite at the Mount Pleasant Sorting Office and to the west at the Eastman Dental Hospital site.
Context	<ul style="list-style-type: none"> The site was identified in the Camden Site Allocations Plan (2013) as a potential location for a new secondary school. At the time of writing this Local Plan, the most recent pupil place projections for Camden indicate that there is no current need for a new secondary school at this location. Pupil place projections figures will, however, be kept under review. The Bloomsbury Conservation Area is immediately to the south and east of the site. 23 – 24 Pakenham Street, 21 Wren Street and the boundary wall are locally listed and considered to be of architectural, historical and townscape significance.

Allocation S14

Land at Pakenham Street and Wren Street

Development and Design Principles

Development must:

1. consider local educational needs and make provision for educational uses if required. If education floorspace is not required at the time of submission, or anticipated in the future, the intensification of employment floorspace would be supported, in addition to the provision of self-contained homes;
2. be informed by a robust understanding of the historic context of the site and the merits of its existing buildings, including 23 – 24 Pakenham Street, 21 Wren Street and the boundary wall;
3. respond to the architectural quality of the adjacent historic terraces on Wren Street and Pakenham Street; and
4. be designed to introduce east-west permeability for pedestrians and cyclists and link into other routes and spaces being created through development happening to the west.

Infrastructure Requirements

Development must:

5. contribute to the improvement of pedestrian and cycle routes and the public realm around the site.

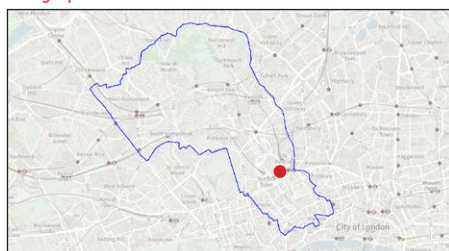
Other Considerations

- The indicative housing capacity on this site is based on the retention and extension of existing buildings. Where substantial demolition is proposed this will need to be justified in accordance with Policy CC2 (Retention of Existing Buildings).
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).
- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- This site is within the Secondary A Aquifer. Should foundation works extend more than 20m below the ground surface, there is a risk that foundations will extend through the London Clay and effect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.
- The site is within a viewing corridor set out in the London View Management Framework SPG.

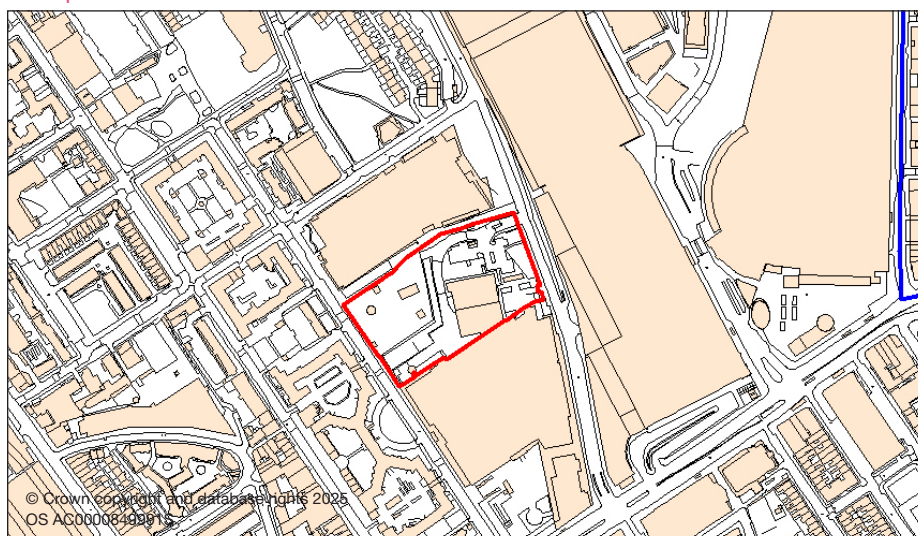
Allocation S15

Land to the rear of the British Library

Key plan



Site plan



Area	1.42 hectares
Allocated Use	Cultural, research and knowledge-based uses and permanent self-contained homes
Indicative Housing Capacity	A contribution to the delivery of housing will be expected having regard to relevant Local Plan policies including Policy H2.
Description of Existing Site	The British Library is the national library of the United Kingdom, used by over 1.5 million people each year, and gives access to the world's most comprehensive research collection. The site is located to the rear of the Library, adjacent to the Francis Crick Institute and close to central Somers Town and King's Cross central. Part of the site is occupied by the British Library Conservation Centre. The Centre houses state-of-the-art book conservation studios and sound preservation studios, together with facilities for an extensive training and public outreach programme. The main Library is Grade I listed, and the Library Centre for Conservation is a non-designated heritage asset.

Context

- The Council has granted planning permission and listed building consent (2022/1041/P, 2022/1320/L) for a new building for use as a library, galleries, learning, business and events space, and retail and commercial spaces.
- If the permissions are not implemented, the Council will support a mixed use development that complements and supports the expansion plans and future service needs of the British Library, including cultural, commercial and community uses and, in particular, uses related to the knowledge and innovation economy.
- The proposed nature and balance of acceptable uses and the extent of any housing requirements on-site (or alternatively off-site) will be considered in the light of competing land use needs, other priorities and relevant policy criteria, including the extent to which proposals are publicly funded and support the investment plans and operational needs of the British Library.
- The site lies within the area safeguarded for Crossrail 2 purposes and is an area of surface interest.

Allocation S15

Land to the rear of the British Library

Development and Design Principles

Development must:

1. be designed to be welcoming, outward-facing, accessible and inclusive;
2. ensure that the main entrance to the public library facilities is visible from the St Pancras Station entrance on Midland Road. An additional entrance from Ossulston Street should also be provided, to support links to, and public access from, communities on all sides of the site;
3. be of exceptional design quality reflecting the site's important location and historic context. Appropriate consideration should be given to the impact of development on existing buildings on the site and any adverse impacts on the Grade I listed British Library should be avoided;
4. explore opportunities to provide a community hub, and a learning, employment or resource centre for the Knowledge Quarter;
5. maximise opportunities for integrating green infrastructure, including new tree planting, into the fabric of the development. A range of public open spaces should be provided on-site that are designed to be inclusive and easily accessible to all. Consideration should also be given to how roof spaces can support this role and provide a public asset;
6. deliver a range of community benefits, for example by including flexible community space/s that could be used for meetings, social enterprise, informal training and learning, pop-up cafes/shops and exhibitions; and
7. provide new routes and spaces through the site, to ensure it is integrated into the local area.

Infrastructure Requirements

Development must:

8. ensure that Crossrail 2 infrastructure is incorporated into the overall design in a manner which responds positively to the public realm;
9. demonstrate to the Council's satisfaction that it:
 - a. would be compatible with the location of Crossrail 2 structures (tunnels, shafts and temporary works) proposed in the vicinity of the development;
 - b. can accommodate any potential ground movements anticipated to arise from construction works;
 - c. mitigates against any potential effects of the operation of Crossrail 2; and
10. ensure the landscaping across the site enhances the east - west connection and links to Dangoor Walk.

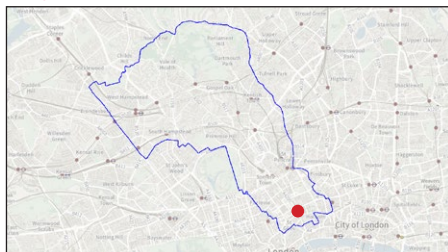
Other Considerations

- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC10 (Flood Risk).
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

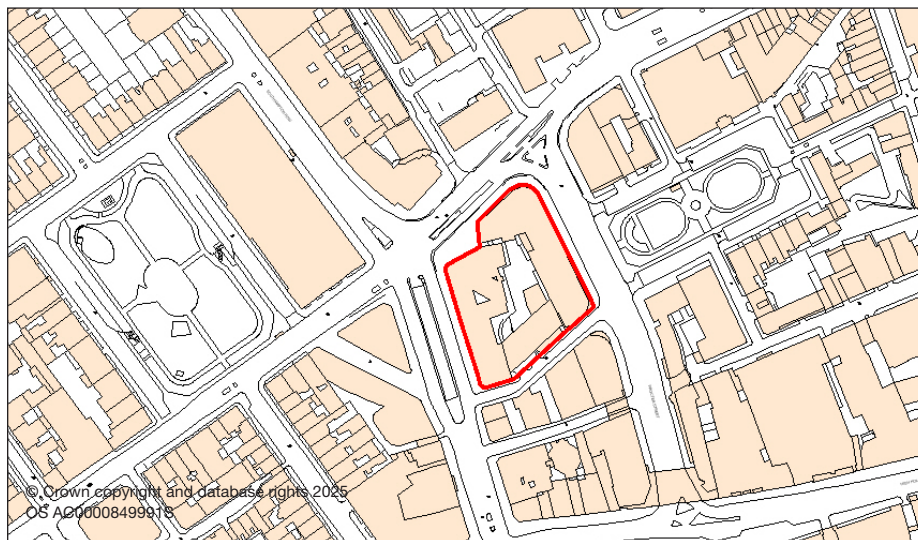
Allocation S16

Former Central St Martins College

Key plan



Site plan



Address	Lethaby Building and Cochrane Theatre, 12-42 Southampton Row, 1-4 Red Lion Square, Holborn, WH1B 4AF
Area	0.45 hectares
Allocated Use	Permanent self-contained homes and student accommodation, hotel, cultural, retail, creative workspace
Indicative Housing Capacity	A contribution to delivery of housing will be expected, having regard to relevant Local Plan policies including Policy H2. This has been assessed as 34 additional self-contained homes in the context of the development permitted, but should relate to the scale of all additional floor area (GIA) proposed.
Description of Existing Site	The former Central St Martins College (University of the Arts) is an island site surrounded by Southampton Row to the west; Procter Street, Drake Street, and Red Lion Square to the east; Theobald's Road to the north; and Fisher Street to the south. The Lethaby Building was built as the Central School of Arts and Crafts and is Grade II* listed. The Cochrane Theatre was operational till 2012, when Central St Martins College relocated. The site has been partially occupied by meanwhile uses since the college left.
Context	<ul style="list-style-type: none"> Planning permission (2020/2470/P) and listed building consent has been granted for a hotel, self-contained homes, maker space and cultural and retail uses. The western part of the site is located within the Kingsway Conservation Area and the eastern part of the site sits opposite the Bloomsbury Conservation Area. The Council has prepared the 'Holborn Vision' which is intended to guide development and investment in the Holborn area and developers will be expected to have due regard to this.

Allocation S16

Former Central St Martins College

Development and Design Principles

Development must:

1. deliver a mixed use scheme including permanent self-contained housing;
2. optimise the delivery of permanent self-contained homes in accordance with Policy H1 (Maximising Housing Supply). Where student accommodation is proposed it should be in accordance with Policy H9 (Purpose-built Student Accommodation);
3. retain the Grade II* listed Lethaby Building, ensuring that its fabric and setting are protected and, where appropriate, enhanced to better reveal its heritage significance, and establish an appropriate and viable use to ensure the building's long-term future;
4. provide an on-site cultural use, including gallery, exhibition space or other publicly available cultural space;
5. ensure any new buildings, and extensions to existing buildings, are of exceptional architectural quality to respond to the site's sensitive and varied context and range of interfaces, particularly Red Lion Square and the Lethaby Building;
6. ensure the height of any proposal is sensitive to the surrounding townscape, conservation areas and listed buildings, in particular the Lethaby building. Any additional height, scale or massing to the current building on Red Lion Square would need to be sufficiently justified and articulated;
7. create a new public pedestrian route to conform to the historic alignment of the street that led diagonally north-westwards from Red Lion Square, to improve permeability and create a link between Southampton Row and Red Lion Square;
8. provide active ground floor uses, including retail, or front doors and windows that help to enliven the street, in particular on Procter, Street, Drake Street and Theobalds Road, and other streets where possible; and
9. consider making provision for independent retailers and retail serving the local community.

Infrastructure Requirements

Development must:

10. contribute to the public realm improvements planned on all sides of the site, including those to be delivered through the Holborn Liveable Neighbourhood Scheme.

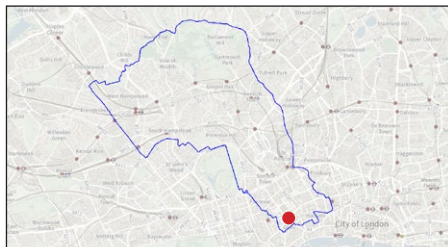
Other Considerations

- The Council has granted planning permission for a development up to 50m. That decision was based on an assessment of the impacts and benefits of that specific development and it should not therefore be assumed that the permitted height would necessarily be appropriate for any subsequent development. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 (Tall Buildings) and other relevant development plan policies.
- This site is within a Tier II Archaeological Priority Area and therefore archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.
- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- This site is within the Secondary A Aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

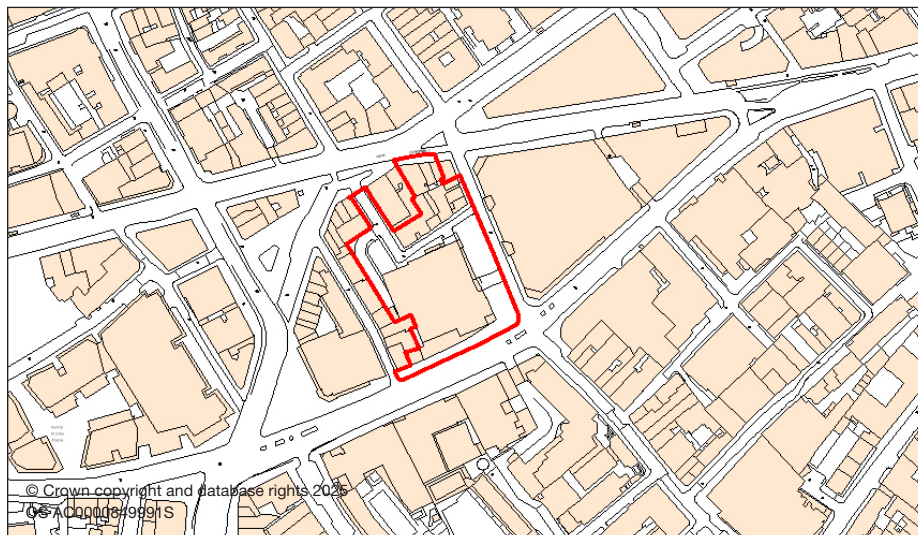
Allocation S17

Selkirk House, 166 High Holborn, 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16a-18 West Central Street

Key plan



Site plan



Address

Selkirk House, 166 High Holborn, 1 Museum Street, 10 – 12 Museum Street, 35 – 41 New Oxford Street and 16a-18 West Central Street, WC1A 1LY

Area

0.45 hectares

Allocated Use

Mixed use including offices, research and knowledge-based uses, town centre uses, and permanent self-contained homes

Indicative Housing Capacity

A contribution to the delivery of housing will be expected having regard to relevant Local Plan policies including Policy H2. This has been assessed as 12 additional self-contained homes in the context of the development permitted, but should relate to the scale of all additional floor area proposed

Description of Existing Site

The site comprises a number of elements, including a Travelodge hotel and multi storey car park, 10 – 12 Museum Street, 35, 37 and 39 – 41 New Oxford Street, and 16A, 16B and 18 West Central Street. Previous uses of the site include retail use, a nightclub (ceased operation in 2011), offices, 31 homes and a house in multiple occupation (approximately 1900 sqm of residential floorspace) at upper floor levels. Part of the site on West Central Street is vacant.

Allocation S17

Selkirk House, 166 High Holborn, 1 Museum Street,
10-12 Museum Street, 35-41 New Oxford Street and
16a-18 West Central Street

Context

- Planning permission (2023/2510/P) and listed building consent have been granted for a mixed use scheme including offices, town centre uses, and self-contained homes.
- 10-12 Museum Street and 35 and 37 New Oxford Street are Grade II listed buildings, as are several properties adjoining the site. These listed buildings are also within the Bloomsbury Conservation Area. The buildings on the remainder of site are outside the Conservation Area, but the conservation area appraisal notes that their scale and design harm the settings of nearby listed buildings and the conservation area.
- 39-41 New Oxford Street was granted a Certificate of Immunity until 19 October 2028 by Historic England, preventing it from being statutorily listed.
- Buildings within the northern part of the site are allocated in the Camden Site Allocations Plan 2013 (site 18) for mixed use development through conversion, extension or partial redevelopment.
- The site is within the Tottenham Court Road Growth Area, designated in the London Plan.
- The Council has prepared the 'Holborn Vision' which is intended to guide development and investment in the Holborn area, and developers will be expected to have due regard to this.

Development and Design Principles

Development must:

1. be designed to respond to the site's varied context, taking into account the listed buildings, the setting of heritage assets, and views to and from Bloomsbury Conservation Area;
2. seek to maximise the delivery of additional residential floorspace, in addition to re-providing the existing residential floorspace;
3. provide active ground floor uses, including retail, or front doors and windows to create lively and well-overlooked streets on Museum Street, West Central Street and High Holborn;
4. explore options for providing a safe and welcoming public route through the site on the axis with Coptic Street to create a new route to and from the British Museum. Active ground floor uses, including shops and restaurants, should be provided along the route to promote natural surveillance;
5. remove existing on-site car parking, in line with the car free approach set out in Policy T5 (Parking); and
6. maximise opportunities for the provision of high-quality urban greening and new street trees, in particular along the wide pavement on Museum Street.

The Camden Building Heights Study has identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 54m considered the potentially appropriate height range. The Council has granted planning permission for a development of up to 74m. That decision was based on an assessment of the impacts and benefits of that specific development, and it should not therefore be assumed that the permitted height would necessarily be appropriate for any subsequent development. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 (Tall Buildings), other relevant development plan policies and the London View Management Framework.

Allocation S17

Selkirk House, 166 High Holborn, 1 Museum Street,
10-12 Museum Street, 35-41 New Oxford Street and
16a-18 West Central Street

Infrastructure Requirements

Development must:

7. contribute to the delivery of the significant public realm improvements planned for the area, as part of the Holborn Liveable Neighbourhood project. This should include the provision of improved public space on Museum Street.

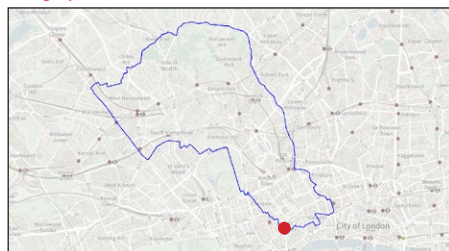
Other Considerations

- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- This site is within a Tier II Archaeological Priority Area and therefore archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.
- This site is within the Secondary A Aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.
- The site is within a protected background view, as set out in the Mayor's London View Management Framework SPG.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).

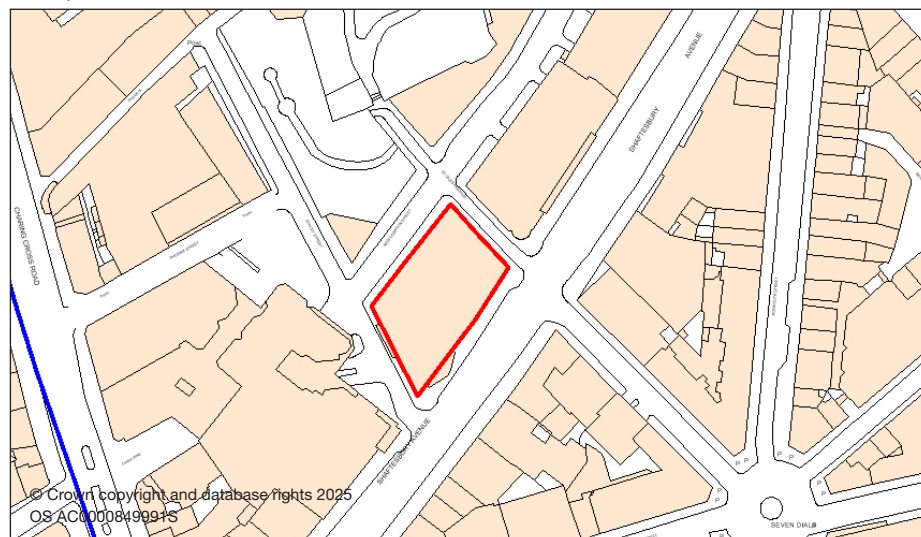
Allocation S18

135 – 149 Shaftesbury Avenue

Key plan



Site plan



Area	0.08 hectares
Allocated Use	Theatre / cinema, cultural use
Indicative Housing Capacity	A contribution to the delivery of housing off-site will be expected having regard to relevant Local Plan policies, including Policy H2.
Description of Existing Site	The building at 135-149 Shaftesbury Avenue is Grade II listed and sits between Shaftesbury Avenue, St Giles Passage, New Compton Street and Stacey Street. The Phoenix Community Garden lies to the rear of the site. The building opened in 1931 as the Saville Theatre and was converted to a cinema in 1970. The building was previously used as an Odeon Cinema.

Context

- The site adjoins the Seven Dials (Covent Garden) Conservation Area, which covers the south side of Shaftesbury Avenue, and the Denmark Street Conservation Area, which covers the north side of New Compton Street.
- Planning permission (2017/7051/P) and Listed Building consent (2018/0037/L) for an extension to allow a mixed use development of a hotel, cinema, spa and restaurant uses were refused and subsequently dismissed at appeal in March 2021.
- The supply of sites that could accommodate a large-scale cultural venue, such as a theatre, is very limited in the West End and there is continued demand by theatre operators for such venues.

Allocation S18

135 – 149 Shaftesbury Avenue

Development and Design Principles

Development must:

1. retain the Grade II listed building and ensure that its fabric and setting are protected and, where appropriate, enhanced, particularly the building's distinctive features. A full assessment of the remaining internal historic fabric of the building should be undertaken prior to the submission of a planning application;
2. retain the cinema / theatre use and ensure that any other uses introduced on the site do not compromise, or restrict the viability, or operation, of the cinema / theatre use;
3. ensure that the cinema / theatre function is integrated into the building's design and layout, including careful consideration of the location, size and relationship of the screening rooms / stage, to circulation and other public spaces;
4. only consider alternative public cultural uses if it can be demonstrated to the Council's satisfaction that a cinema or theatre operator cannot be identified;
5. retain the main, front entrance for the cinema/ theatre use, and use side or rear entrances for any secondary uses;
6. ensure that where an upward extension is proposed, this is of the highest architectural quality to complement and enhance the Grade II listed host building, is of a height and massing that is appropriate to the site's surrounding townscape, and responds to the neighbouring conservation areas; and
7. explore options for activating the blank façades facing St Giles Passage, New Compton Street and Stacey Street. Measures could include windows, entrances and active ground floor uses that help to enliven the street.

Infrastructure Requirements

Development must:

8. contribute to improvements in the public realm around the building to create better-lit routes and encourage activity around the building;
9. contribute to the delivery of the Shaftesbury Avenue Safe and Healthy Street Scheme; and
10. work with the local community to protect and enhance the setting of Phoenix Gardens.

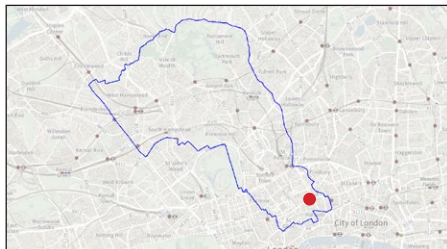
Other Considerations

- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- This site is within the Secondary A Aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.
- This site is within a Tier II Archaeological Priority Area and therefore archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.

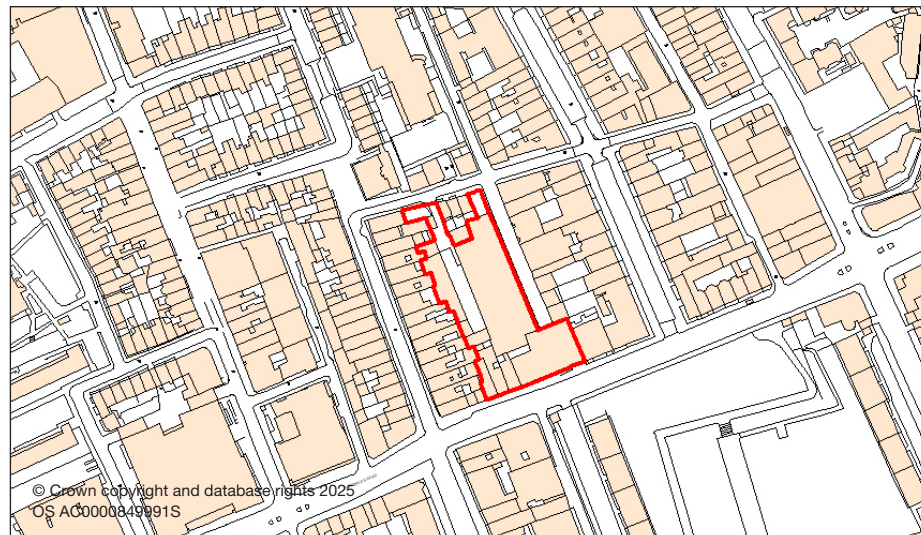
Allocation S19

Cockpit Yard and Holborn Library

Key plan



Site plan



Area	0.4 ha
Allocated Use	Employment (including creative and maker spaces and affordable workspace), permanent self-contained homes, library and depot
Indicative Housing Capacity	A contribution to the delivery of additional housing will be expected having regard to relevant Local Plan policies including Policy H2. This has been assessed as 73 additional self-contained homes, but should relate to the scale of all additional floor area (GIA) proposed
Description of Existing Site	<p>The site contains several buildings including Holborn Library, ground floor retail (40-46 Theobalds Road), a Council street cleaning depot, and workshops occupied by the Cockpits Arts organisation.</p> <p>The site is bounded by Theobalds Road to the south, Northington Street to the north and John's Mews to the east. The west boundary of the site abuts the rear of the properties fronting Great James Street.</p>

Context

- The site is within the Bloomsbury Conservation Area. A number of the buildings - including the Assembly Hall, Council depot/garages, Holborn Library 32-38 (even) and 40 – 44 Theobalds Road - are identified as positive contributors to the character of the conservation area.
- Adjoining the site to the west are Grade II* listed buildings at 3-16 Great James Street.
- Cockpit Arts have provided creative workspace and maker space at this site for over 30 years and the site is a centre of excellence for contemporary craft. Continued operation of this use is supported.
- The Council has prepared the 'Holborn Vision' which is intended to guide development and investment in the Holborn area and developers will be expected to have due regard to this.

Allocation S19

Cockpit Yard and Holborn Library

Development and Design Principles

Development must:

1. retain or reprovide the library and archive, and Council depot functions;
2. retain or reprovide the specialist and affordable creative and maker spaces in accordance with Policy IE4 (Affordable Workspace);
3. provide flexible space suitable for a range of additional employment uses;
4. optimise the provision of additional homes having regard to relevant Local Plan policies, including Policy H2, and the scale of additional floor area (GIA) proposed;
5. be designed to allow the co-location of housing and other proposed uses, ensuring that non-employment uses do not compromise the operation of existing or future employment uses;
6. be designed to respond to the site's varied context, taking into account heritage assets and the surrounding townscape, to ensure that development does not negatively impact on the Bloomsbury Conservation Area, or the listed buildings adjacent to the site; and
7. be designed to maintain an active ground floor frontage onto Theobald's Road.

Infrastructure Requirements

Development must:

8. contribute to the public realm improvements planned for the area, which will be delivered as part of the Holborn Liveable Neighbourhood project.

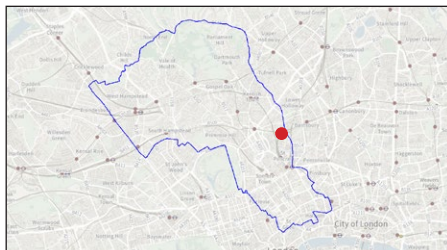
Other Considerations

- The indicative housing capacity on this site is based on the retention and extension of existing buildings. Where substantial demolition is proposed this will need to be justified in accordance with Policy CC2 (Retention of Existing Buildings).
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).
- The site is located within several protected views identified in the London View Management Framework.
- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- This site is within the Secondary A Aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.
- This site is within a Tier II Archaeological Priority Area and therefore archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.

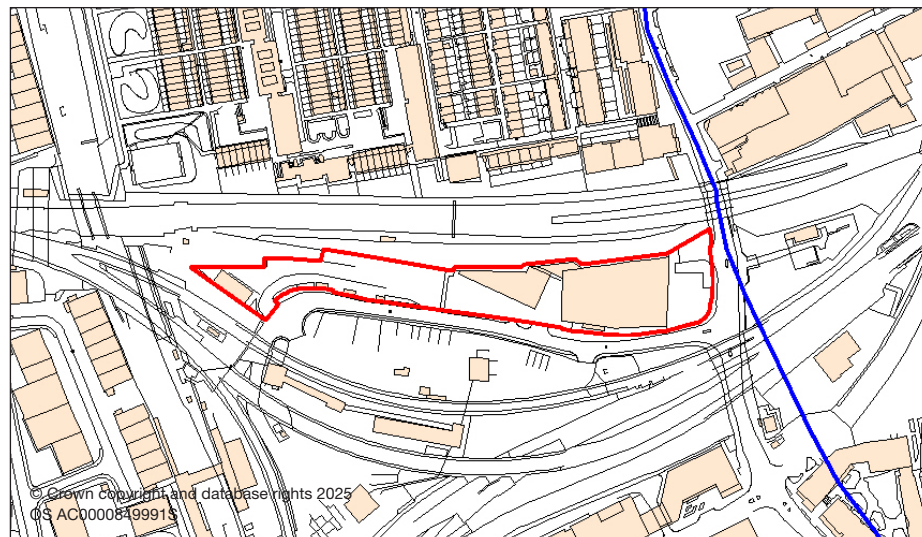
Allocation S20

York Way Depot and adjacent land at Freight Lane

Key plan



Site plan



Area	1.05 hectares
Allocated Use	Permanent self-contained homes, employment (including offices), depot and bus operation s/ parking facility and accommodation for gypsies and travellers
Indicative Housing Capacity	210 additional homes
Description of Existing Site	The site includes a Council depot with offices, sui generis depot facilities (primarily vehicle parking and maintenance), and largely open land, which was last used for bus parking with ancillary staff facilities. It is bordered to the north by railway lines, by York Way to the east, and a concrete plant to the south, which is a safeguarded aggregate site.

Context

- The site is part of former railway lands redeveloped under the Channel Tunnel Rail Link (CTRL) project and related 1996 Act.

Allocation S20

York Way Depot and adjacent land at Freight Lane

Development and Design Principles

Development must:

1. intensify the employment floorspace on the site, with no net loss;
2. optimise the use of the site through efficient design, to enable the co-location of housing, employment, gypsy and traveller accommodation and other proposed uses, whilst ensuring that the introduction of non-employment uses does not compromise the operation of employment uses;
3. optimise the provision of additional homes, having regard to relevant Local Plan policies including Policy H2, and the scale of all additional floor area proposed;
4. provide accommodation for gypsies and travellers in accordance with H11 (Accommodation for Travellers);
5. ensure that the intensification of employment uses provides high-quality, modern, flexible employment spaces, and significantly increases the number of jobs on the site. The provision of affordable workspace will also be expected;
6. ensure that the design and layout of the scheme mitigates the impact of, and protects occupiers against, existing sources of noise, air pollution and other nuisance generating activities in accordance with the Agent of Change principle and incorporates mitigation measures where necessary in accordance with Policy A1 (Protecting Amenity);
7. create a more active and engaging street frontage addressing York Way;
8. provide substantial new, welcoming, accessible and safe open space and public areas;
9. seek to improve conditions for pedestrians and cyclists along Freight Lane;
10. enhance the biodiversity corridors along the railway lines to the north and northwest of the site (which are a designated Grade I Site of Important Nature Conservation), in order to support biodiversity and create and improve connections for wildlife;
11. ensure that proposals for the redevelopment of this site appropriately consider their impact on the railway and its operations; and
12. be designed and located so as not to prejudice the continued operation of the aggregates transshipment facility which straddles the railway immediately south of this site.

The Camden Building Height Study identified this site as a location where tall buildings may be an appropriate form of development, with 15m – 56m considered the potentially appropriate height range. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 (Tall Buildings) and other relevant development plan policies.

Allocation S20

York Way Depot and adjacent land at Freight Lane

Infrastructure Requirements

Development must:

13. retain or reprovide the Council Depot service provision, as necessary, unless suitable compensatory sites are provided elsewhere that replace the existing service provision. The continuous availability of services must be maintained in all circumstances;
14. protect bus depot capacity as necessary; and
15. contribute towards the delivery of the Camden High Line.

Other Considerations

- Part of the site is within two viewing corridors set out in the London View Management Framework SPG.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).
- This site is within a Tier II Archaeological Priority Area and therefore archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate.
- This site is within the Secondary A Aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.

3.38 The following table identifies further site allocations in the south of the borough, all of which are subject to planning permission, and sets out key considerations for each site.

Table 3 | Further site allocations in South Camden

Site Reference	Address	Allocated uses	Indicative Housing Capacity	Key Considerations
S21	Agar Grove Estate	Permanent self-contained homes	139	Planning permissions 2013/8088/P, 2019/4280/P and 2022/2359/P granted permission for an uplift of 247 homes on the estate. The final homes are now under construction (with earlier phases complete).
S22	6 St Pancras Way	Permanent self-contained homes, employment, retail, and leisure	73	Planning permission 2021/2671/P as amended by 2023/5041/P has been implemented and is under construction.
S23	Tybalds Estate (infill)	Permanent self-contained homes	56	Planning permission 2021/3580/P has been implemented and is under construction.
S24	294 – 295 High Holborn	Permanent self-contained homes and employment	10	Planning permission 2017/1827/P 2 has been implemented and initial works commenced.
S25	156 – 164 Gray's Inn Road	Permanent self-contained homes and employment	14	Planning permission 2015/6955/P (as amended by 2020/1368/P, 2021/1919/P and 2021/1056/P) has been implemented and is under construction.
S26	8 – 10 Southampton Row	Permanent self-contained homes and hotel	9	Planning permission 2019/2536/P has been granted.
S27	Middlesex Hospital Annex 44 Cleveland Street	Permanent self-contained homes and health uses	57	Planning permission 2017/0414/P has been implemented and is under construction.
S28	Central Somers Town	Permanent self-contained homes and community uses	38	Planning permission 2015/2704/P (as amended) approved 150 homes. This site is currently under construction.
S29	Chalton Street, Godwin and Crowndale estate	Permanent self-contained homes and health uses	10	Planning permission 2020/3801/P has been granted.
S30	Birkbeck College, Malet Street	Permanent self-contained homes	0	Higher education (academic and ancillary space) should be provided in accordance with Policy S4 (Bloomsbury Campus Area). This site is within the Secondary A Aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.
S31	Senate House, (NE quadrant) Malet Street	Higher education (academic and ancillary space)	0	Higher education (academic and ancillary space) should be provided in accordance with Policy S4 (Bloomsbury Campus Area). This site is within the Secondary A Aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.
S32	20 Russell Square	Higher education (academic and ancillary space)	0	Higher education (academic and ancillary space) should be provided in accordance with Policy S4 (Bloomsbury Campus Area). This site is within the Secondary A Aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised.