



# 04

## Central Camden



# 04

## Chapter

## Central Camden

**4.1** The Central area of the borough includes the neighbourhoods of Gospel Oak, Haverstock, Kentish Town, Belsize Park, Primrose Hill and Camden Town.

**4.2** The area is predominantly residential, with each neighbourhood having its own identity and distinct characteristics; from the Victorian villas and leafy streets of Primrose Hill and Belsize Park to the post-war housing estates in Gospel Oak and Haverstock, the Victorian terraces and clusters of industrial uses in Kentish Town, and the pockets of more modern development in Chalk Farm and Camden Town.

**4.3** Large parts of this area are designated as conservation areas and there are a number of listed and locally listed buildings.

Figure 11:  
Central Camden



© Crown copyright and database rights 2025  
OS AC0000849991



**4.4** The area contains two town centres at Camden Town and Kentish Town, in addition to several neighbourhood centres. These form a focal point within these areas and are central to their individual identities. Camden Town is the largest town centre in the borough. It is internationally renowned as a tourist destination, famous for its markets, independent retailers and music and entertainment venues. The centre also has a particularly strong leisure offer including restaurants, cafés, bars and clubs, which make Camden Town a distinctive daytime and evening visitor destination. Kentish Town town centre predominantly provides day-to-day shopping and facilities serving local needs.

**4.5** Camden Town is an important secondary office market within the borough and has a strong representation of creative businesses. Kentish Town is also an attractive location for creatives. There are significant clusters of industrial land in Kentish Town. The Murphy site and the concentration of small and medium sized enterprises located within premises close to the Highgate Road form part of the designated Industry Area, and Regis Road is a non-designated industrial site.

**4.6** The area has good public transport connections, with five rail stations (Gospel Oak Overground, Hampstead Heath Overground, Kentish Town Thameslink, Kentish Town West Overground and Camden Road Overground); five underground stations (Kentish Town, Belsize Park, Mornington Crescent, Camden Town and Chalk Farm); and several local bus routes.

**4.7** The central area of the borough is well served by community facilities, with Council libraries in Camden Town, Kentish Town and Queen's Crescent; community libraries in Primrose Hill and Belsize; two leisure centres in Kentish Town (the Talacre Community Sports Centre and Kentish Town Sports Centre); and a number of community centres.

**4.8** Most of the central area of the borough is well served by public open space. The largest area of open space in this part of Camden is Primrose Hill, which offers panoramic views across the centre of London. Other public open spaces include: Talacre,

Lismore Circus, Montpelier Gardens, Gospel Oak Open Space, Hawley Street Open Space, Cantelowes Gardens and Camden Square Gardens. In addition to this, there are ten Sites of Importance for Nature Conservation (SINCs) in this area, which contribute to the borough's biodiversity and provide a focus for nature conservation activities.

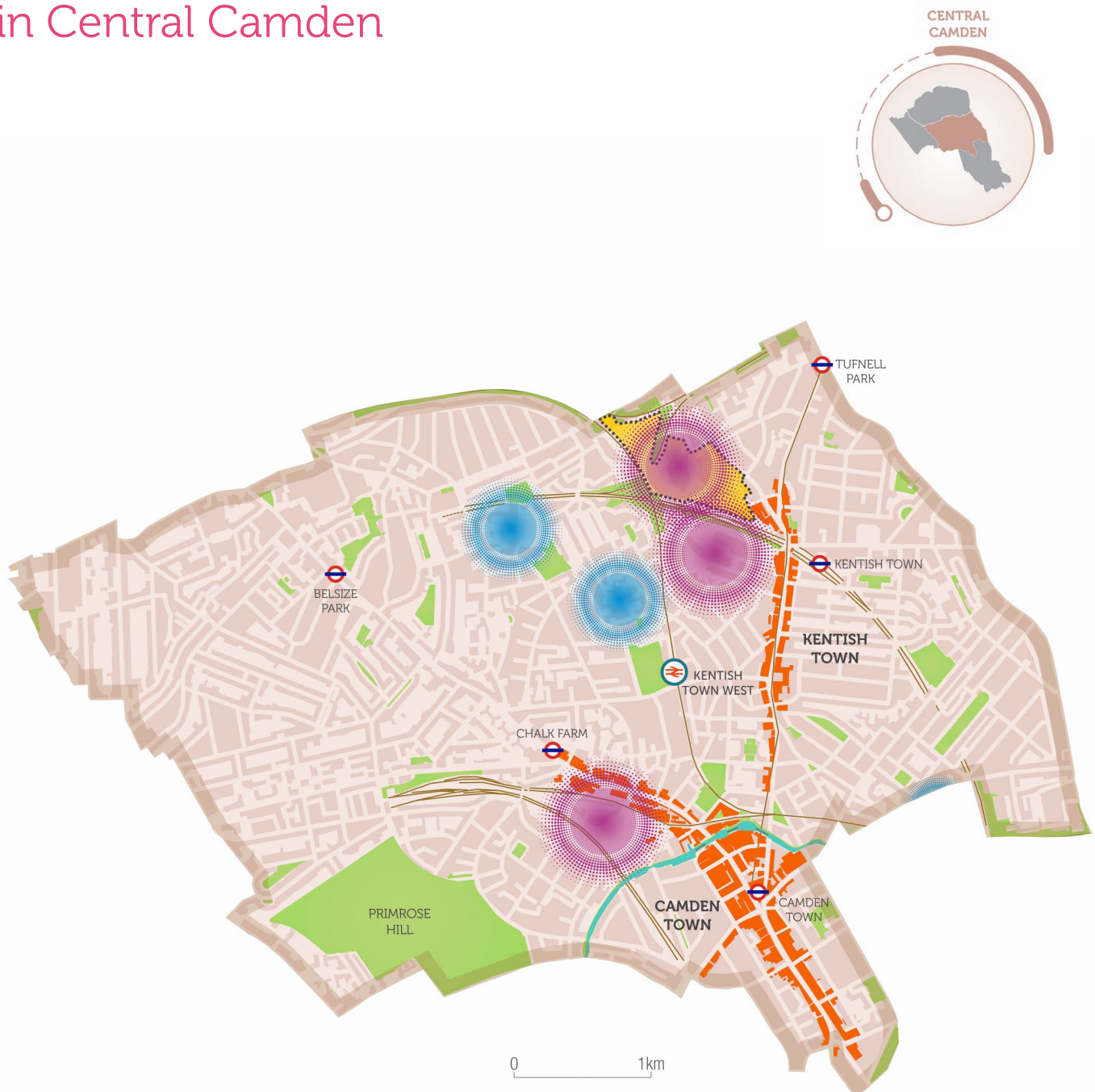
**4.9** A key feature of the central area of the borough is the Regent's Canal. The Canal is Camden's only significant open watercourse and winds through the borough from Regent's Park to King's Cross. It is an important historical feature and a designated conservation area. It is also designated as a Site of Metropolitan Importance for Nature Conservation and there is considerable scope for environmental improvements to enhance biodiversity along its course.

**4.10** The centre of the borough has one adopted Neighbourhood Plan: the Kentish Town Neighbourhood Plan, which 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 considered, alongside our own policies, when we make decisions on planning applications in that area.

**4.11** A number of opportunities exist in this area to deliver new homes, jobs and infrastructure to support Camden's communities, the most significant being on the sites at Regis Road and Murphy's in Kentish Town, where there is opportunity for intensification and diversification to create a vibrant new neighbourhood, while ensuring the continued provision of industry, logistics and employment uses at a higher density and in a way that makes the most effective and efficient use of the land available. Further development is planned in the Camden Goods Yard area on the edge of Camden Town and through the Council's Community Investment Programme at West Kentish Town and the Wendling and St Stephen's Close estates. The policy below sets out the Council's strategy for the central area of the borough to guide the future development of this area. Information on key infrastructure programmes and projects in the West of the borough are set out separately in the Council's Infrastructure Delivery Plan.



Figure 12:  
Key areas of development  
in Central Camden



### Key

	Key Areas of Development
	CIP Regeneration Schemes
	Industry Area
	Regents Canal

	Open Spaces
	Town Centres
	Railway Station
	Tube Station

© Crown copyright and database rights 2025  
OS AC0000849991

# Policy C1

## Central Camden

- 
- A.** Development coming forward in this area should have a positive identity, drawing on the area's rich heritage and Camden's distinctive cultural energy, community and creative spirit; and deliver substantial benefit to Camden's communities, the local area and the borough as a whole, in accordance with the Local Plan and, where relevant, the Kentish Town Neighbourhood Plan.
- 

### New homes

- B.** Sites have been allocated in the central area of the borough 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.
- C.** The greatest concentration of development in Central Camden will be in the areas of Kentish Town, Camden Town, Gospel Oak and Haverstock.
- D.** Development in Kentish Town will mainly be delivered through site allocations at Regis Road and the Murphy site, which are expected to deliver approximately 1,750 new homes. These employment sites will be intensified to deliver a new neighbourhood that provides a mix of uses, including employment uses; significant provision of permanent self-contained homes; community facilities; cultural and leisure uses; and open space, creating an exemplar sustainable, employment-led mixed-use area that is fully connected to, and integrated into, surrounding communities. To deliver the Council's and community's visions and objectives for this area, we will expect development to be taken forward in accordance with the Kentish Town Planning Framework and the Kentish Town Neighbourhood Plan.
- E.** Development in Camden Town will mainly be delivered through site allocations in the Camden Goods Yard area, which are expected to deliver approximately 1,200 new homes. This area has the potential to become a vibrant and dynamic new neighbourhood that will deliver a significant increase in the number, mix, type and affordability of homes and provide a range of retail and employment spaces. To deliver the Council's vision and objectives for this area, the Council will expect development coming forward in this location to be taken forward in accordance with the Camden Goods Yard Planning Framework.

# Policy C1

## Central Camden

- F.** The Council is committed to a programme of estate renewal and regeneration delivered through its Community Investment Programme (CIP). The main focus of this work in the central area of the borough is the West Kentish Town and Wendling and St Stephen's Close estates. To deliver the community's priorities for this area, the Council will expect development to be taken forward in accordance with the Community Vision for Gospel Oak and Haverstock. Development in the central area 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.
- G.** 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

- H.** New employment floorspace will be delivered in the central area of the borough through site allocations, existing planning permissions and the development of other sites.
- I.** A diverse range of employment uses are expected to be provided as part of the redevelopment of the Camden Goods Yard area to build on the innovative and creative economy of Camden Town. This should include the provision of affordable workspace, light industrial workshops, small units for start-ups and move-on space so that businesses can remain in the area and grow.
- J.** On the Regis Road and Murphy sites in Kentish Town, development will be expected to include higher density provision of industry, logistics and other employment uses, providing space for, and a significant increase in, jobs in identified growth sectors, including creative industries which have a strong presence in the area, small and medium enterprises, start-ups, and businesses supporting London's Central Activity Zone (CAZ) and the local economy.
- K.** The Council will continue to support and protect the town centres of Kilburn High Road, Finchley Road/Swiss Cottage and West Hampstead, and the Neighbourhood Centres in the West of the borough, to ensure they remain successful and vibrant centres that meet the needs of residents, workers and visitors in line with the relevant policies set out in the Plan, with any additional shopping and leisure uses to be provided in accordance with Policy IE6 (Supporting Designated Centres and Essential Services).
-



# Policy C1

## Central Camden

### Retail and Town Centres

- L.** The majority of new retail development in the central area of the borough is expected to be delivered through development in the Camden Goods Yard area.
- M.** The Council will continue to support and protect the town centres of Camden Town and Kentish Town, and the Neighbourhood Centres in the Central area of the borough, to ensure they remain successful and vibrant centres that meet the needs of residents, workers and visitors in line with the retail policies in the Plan, with any additional shopping and leisure uses to be provided in accordance with Policy IE6 (Supporting Designated Centres and Essential Services).
- N.** The Council will support efforts to widen the range of evening and night-time economy uses in Camden Town, 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.

### Infrastructure

- O.** 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 secure the infrastructure needed to support development and provide the facilities needed for the area's communities. Key priorities for the central area of the borough include:
1. the delivery of step-free access at Kentish Town Underground and Thameslink Stations; Camden Town Underground Station; and Chalk Farm Underground Station;
  2. capacity upgrades at Camden Town Underground Station;
  3. 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;
  4. the Camden Highline, an elevated walkway between Camden Town and King's Cross;
  5. the delivery of a new eastern access and public realm improvements at Gospel Oak Overground Station;
  6. the delivery of Stephenson's Walk, a new walking, cycling and wheeling route adjacent to the West Coast Main Line railway that will connect Regent's Park Road Bridge with the Regent's Canal towpath;
  7. the creation of attractive and safer pedestrian and cycling routes both into and through the area to deliver the priorities set out in the Council's Transport Strategy and Cycling Action Plan;

# Policy C1

## Central Camden

---

8. public realm improvements in Kentish Town and Camden Town Town Centres and Queen's Crescent Neighbourhood Centre;
  9. the roll-out of the Council's neighbourhood-based Safe and Healthy Streets schemes, including reductions in through-traffic;
  10. the pedestrianisation of the section of Camden High Street between Camden Town Underground station and Hawley Crescent/Jamestown Road;
  11. the remodelling of Talacre Community Sports Centre to increase capacity and quality of activity spaces and upgrades to the public realm between the Town Green and the Sports Centre;
  12. the development of a community space at 2 Prince of Wales Road;
  13. the provision of new community facilities at Queen's Crescent Neighbourhood Centre to enhance and reinforce its role within the community;
  14. the delivery of an Integrated Care Hub;
  15. the delivery of new social infrastructure, including public toilets, and cultural uses, as part of the development of the Camden Goods Yard area and the Regis Road and Murphy sites;
  16. the provision of facilities for young people in Camden Town and the Gospel Oak and Haverstock area, including new, and/or improved sport and leisure facilities;
  17. delivering new and enhanced areas of public open space and play space, and improving access to nature, in Kentish Town, Camden Town and Gospel Oak and Haverstock, in line with Policy SC4 (Open Space);
  18. the delivery of the Heath Line, a new green connection between Hampstead Heath and Kentish Town;
  19. the delivery of the Camden Nature Corridor, which aims to deliver a nature-rich green corridor from Hampstead Heath into Kentish Town through improvements to a chain of five Sites of Interest for Nature Conservation (SINCs) and their connection through green infrastructure established across future development on site allocations at Murphy's Yard, Regis Road and West Kentish Town Estate;
  20. the delivery of flood mitigation measures and sustainable drainage schemes;
  21. the delivery of the Camden Green Network stretching from the Thames to Hampstead Heath;
  22. greening and biodiversity enhancements; and
  23. the provision of infrastructure for supporting local energy generation.
-



# Site allocations

**4.12** A number of site allocations are designated in the central area of the borough, and these are identified on the map below and listed in Table 4.

Figure 13:  
Site Allocations in Central Camden



## Key

 Site Allocations

© Crown copyright and database rights 2025  
OS AC0000849991



Table 4 | Site allocations in Central Camden

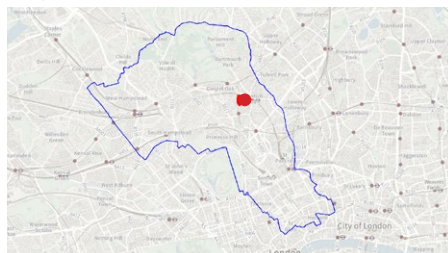
Site Reference	Previous Site Reference*	Site Name
C2	C2	Regis Road and Holmes Road Depot
C3	C3	Murphy Site
C4	C4	Kentish Town Police Station
C5	C5	369-377 Kentish Town Road
C6	C6	Kentish Town Fire Station
C7	C7	Morrisons Supermarket
C8	C8	Former Morrisons Petrol Filling Station
C9	C9	100 Chalk Farm Road
C10	C10	Juniper Crescent
C11	C11	Network Rail land at Juniper Crescent
C12	C12	Gilbeys Yard
C13	C13	West Kentish Town Estate
C14	N/A	Hawkridge House
C15	C14	Wendling Estate and St Stephens Close
C16	C15	Shirley House
C17	C16	Camden Town over-station development
C18	C17	UCL Campus, 109 Camden Road
C19	C18	Arlington Road former depot site
C20	C19	Highgate Centre, Highgate Road
C21	C20	Grand Union House, 18-20 Kentish Town Road
C22	C21	Heybridge Garages, Hadley Street
C23	C22	Former flats 121 – 129 Bacton, Haverstock Road
C24	C24	52 – 54 Avenue Road
C25	C25	5-17 Haverstock Hill (Eton Garage)
C26	N/A	160 Malden Road
C27	N/A	Land adjacent to Constable House, Adelaide Road

\*Previous policy reference in the draft Local Plan 2024

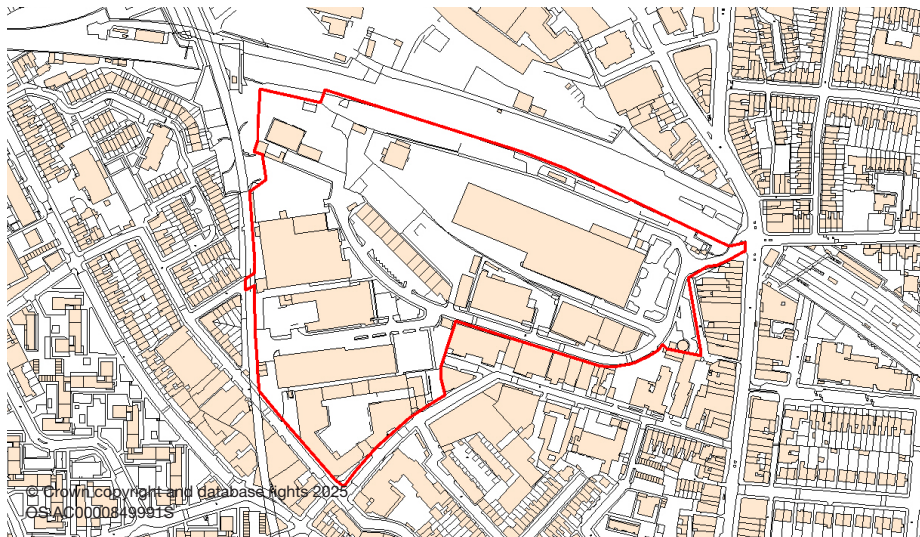
# Allocation C2

## Regis Road and Holmes Road depot

Key plan



Site plan



<b>Address</b>	Regis Road, Holmes Road Depot
<b>Area</b>	9 hectares
<b>Allocated Use</b>	Industry / employment (including offices), permanent self-contained homes, community uses; open space; waste and recycling facilities; and depot facilities
<b>Indicative Housing Capacity</b>	1,000 additional self-contained homes
<b>Description of Existing Site</b>	<p>The Regis Road site is currently occupied by industrial premises, which house logistics, manufacturing and other businesses. It also includes the Council's Recycling and Reuse Centre and car pound. Many buildings on the site are single storey sheds surrounded by areas of yard space and parking. The Holmes Road Depot site contains a Council depot and offices, and 25 homes (including 20 affordable homes).</p> <p>The site is bordered to the north and west by railway lines, to the south by the rear of properties on Holmes Road, and to the east by York Mews, which lies behind Kentish Town Road. Currently the junction with Kentish Town Road is the only way in and out of Regis Road, which is largely cut off from surrounding areas.</p>

# Allocation C2

## Regis Road and Holmes Road depot

### Context

- Proposals should be progressed through a comprehensive masterplanning process, informed by the Kentish Town Planning Framework and the Regis Road Area Guidance, which has been prepared by the Council as an addendum to the Planning Framework.
- The Kentish Town Neighbourhood Plan identifies Regis Road as a potential area for mixed-use development. It sets out a number of criteria to guide development within the Regis Road site. The Plan notes that the site is currently underused and states that the intensification of the site through mixed-use development, including housing, industry, offices, start-ups, and other uses, is supported by the local community subject to consideration against relevant policies.
- The Neighbourhood Plan also includes a policy on the future development of the Holmes Road depot site.
- The Council is progressing a regeneration strategy involving using Camden's land assets on Regis Road and Holmes Road as an enabler and catalyst for the regeneration that will bring forward the benefits envisaged in the Planning Framework and Neighbourhood Plan. The strategy's objectives include enabling re-provision of the Recycling Centre and other Council service provision as necessary, ensuring continuous operation.

### Development and Design Principles

Development must:

- be designed to create a vibrant and sustainable new mixed-use neighbourhood that is integrated into the surrounding area through excellent design and architecture, providing significant intensification of industrial and other employment uses alongside a substantial number of homes, open space and community uses, to create a socially diverse place that builds on the distinctive community and character of Kentish Town;
- ensure that a comprehensive approach is taken to site design and layout, having regard to the Kentish Town Planning Framework and Kentish Town Neighbourhood Plan;
- intensify industrial and other employment uses through efficient design that enables co-location with housing and other proposed uses;
- ensure that non-employment uses do not compromise the operation of employment uses;
- provide a range of employment uses, including industrial and storage, warehouse and logistics uses, and affordable workspace, to increase the range of business premises and sectors on site, and provide significant additional jobs;
- seek to contribute to the continued success of existing business clusters, including light industry and the creative and knowledge sectors, and maintain the area's role providing for businesses supporting London's Central Activities Zone;
- seek to retain existing businesses that wish to stay on the site, where possible, and in particular uses that support the functioning of the CAZ or local economy. The developer should work with existing businesses to understand their requirements, ambitions and the potential for re-provision or relocation. A business retention / relocation strategy must be provided as part of the planning application for the site;



# Allocation C2

## Regis Road and Holmes Road depot

8. ensure that any provision of retail, food and drink uses is of an appropriate scale and is designed to complement, and not compete with or cause harm to, the vitality and viability of existing centres, in particular Kentish Town and Queen's Crescent. Smaller scale provision will be supported where it is intended to serve the needs of those living in, working in, or visiting the site, and where it is designed and located to activate key public spaces;
9. reprovide on site the existing housing floorspace (including the affordable housing) from the Holmes Road Depot site, in addition to the required new housing provision across the wider scheme area;
10. make provision for the particular housing needs identified in Policy H6 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 overall additional affordable housing provision;
11. significantly improve connections both through the site, and between the site and the surrounding area, to promote active travel and ensure that the site is successfully integrated into the wider Kentish Town area;
12. ensure that the design and layout of the site gives priority to the movement of pedestrians, people using wheelchairs, cyclists and public transport over the operational, servicing and parking demands of private vehicles and that vehicle movements and parking provision are minimised. Where new and/or improved routes are provided, these should be designed to be inclusive, accessible, welcoming, safe, green, well-lit and overlooked;
13. provide a variety of high quality green and open spaces and new green infrastructure, including new civic spaces, active spaces for play, landscaped green amenity spaces and natural to semi-natural space for nature conservation. These should be designed and managed in accordance with Policy SC4 (Open Space);
14. provide a new public square as a focus for the area and community activity;
15. contribute towards the provision of new community facilities and/or the improvement of existing facilities to meet increased resident needs in accordance with Policy SC3 (Social and Community Infrastructure);
16. include the provision of free, publicly accessible toilets suitable for a range of users, including changing places toilets, and free drinking water;
17. create new and enhance existing areas of biodiversity across the site;
18. enhance 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 to support the delivery of the Camden Nature Corridor;
19. ensure that conflict between servicing traffic and public areas is minimised, with separation as far as possible;
20. be designed to be compatible with, and facilitate, the development of neighbouring sites, in particular the Murphy site;

# Allocation C2

## Regis Road and Holmes Road depot

21. explore the provision of temporary (meanwhile) uses on the site to maintain activity as a comprehensive scheme is progressed. The Council will expect a meanwhile use strategy for this site to be submitted as part of plans for comprehensive development, in line with considerations set out in the Kentish Town Planning Framework; and
22. be taken forward in a coordinated way, working jointly with other landowners and neighbouring sites. A phasing plan will be required at the planning application stage to demonstrate how the delivery of the site will be taken forward. 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.

The Camden Building Heights Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 52 m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, 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.

### Infrastructure Requirements

Development must:

23. retain or reprovide the Regis Road Recycling Centre and other Council 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. Re-provision of the Recycling Centre must replace the maximum throughput achievable at the existing site;
24. ensure that Regis Road is transformed into a green pedestrian and cycling route by moving large vehicles on to a separate service road in advance of any significant commercial development. This should be included as part of the Phasing Plan required for the development;
25. provide a new safe and attractive pedestrian and cycle route between Regis Road and Kentish Town Road via York Mews; and the wider area;
26. provide a new pedestrian and cycle route between Regis Road and Arctic Street;
27. provide a new connection between Regis Road and Holmes Road;
28. provide a new connection to Spring Place next to the Holmes Road Depot. This should be designed to ensure that it supports both pedestrian and cyclist movement, and local servicing in a controlled manner;

# Allocation C2

## Regis Road and Holmes Road depot

29. provide a new north-south pedestrian and cycle route along 'Makers Lane' (the new route proposed between employment premises on Highgate Road and Kentish Town West) to connect Kentish Town West with the Murphy site and the wider area;
30. significantly improve the junction of Regis Road and Kentish Town Road to create a safe, welcoming and legible entrance to the new neighbourhood that prioritises the movement of pedestrians and cyclists and provide servicing access for the new employment uses;
31. provide, or facilitate and contribute towards, a new pedestrian and cycle bridge across the railway line to connect the Regis Road and Murphy sites, to provide a connection to the Heath Line, Hampstead Heath and the wider area;
32. contribute towards improvements at Kentish Town Thameslink and Underground station (including the provision of step-free access, a new station entrance and an enhanced town square) and Gospel Oak station (including a new eastern access and improved public realm); and
33. contribute towards the delivery of the Camden Nature Corridor.

### Other Considerations

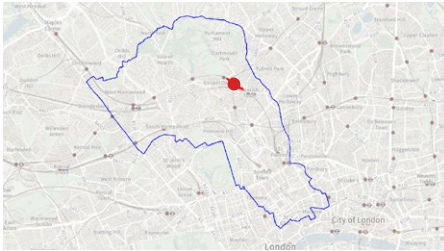
- Part of the site is within a viewing corridor identified in the London View Management Framework SPG.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).
- 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). Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Part of 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.
- 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 a detailed drainage strategy may be required.



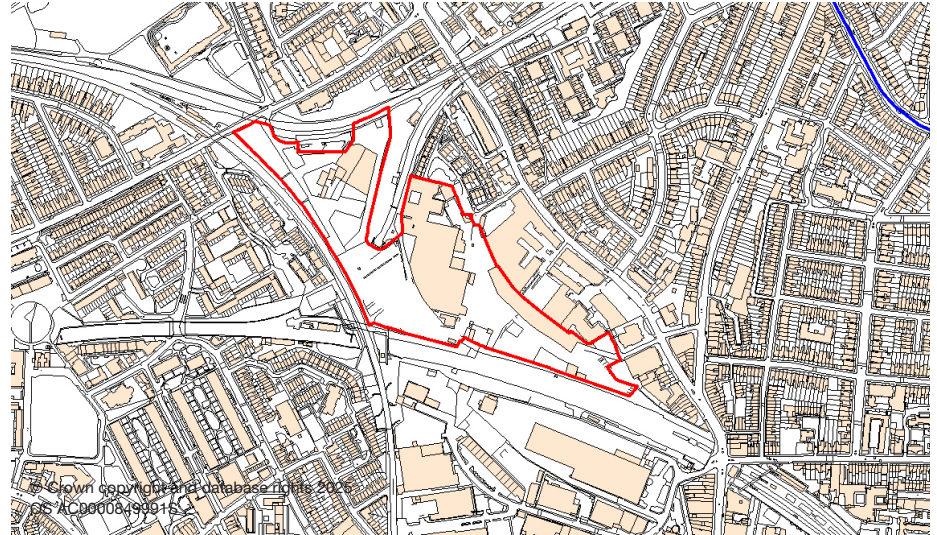
# Allocation C3

## Murphy Site

Key plan



Site plan



<b>Address</b>	J. Murphy & Sons Limited, Highgate Road
<b>Area</b>	6.6 hectares
<b>Allocated Use</b>	Industry / employment; permanent self-contained homes and student accommodation; community uses; open space
<b>Indicative Housing Capacity</b>	750 additional self-contained homes
<b>Description of Existing Site</b>	The site is characterised by low intensity industrial use, open yard space and vehicle parking, with Murphy's headquarter offices located within the northernmost former locomotive shed. The site is bounded by railway lines to the north, west and south, and has limited access points. The site is predominantly owned and occupied by the Murphy group, with some land in Network Rail ownership.

### Context

- The Murphy site forms part of the Kentish Town Industry Area, which is considered to be a Locally Significant Industrial Site (LSIS) in terms of the London Plan.
- Part of the site lies within the Dartmouth Park neighbourhood area and part lies within the Kentish Town neighbourhood area. The site is identified in the Kentish Town Neighbourhood Plan as being within the Kentish Town Potential Development Area. The Plan supports the mixed-use redevelopment of the site for housing, business and industrial uses. The Dartmouth Park Neighbourhood Plan identifies the site as providing an opportunity for development for a mix of residential and business/ employment units, to enhance the area, and sets out aspirations for any development.

# Allocation C3

## Murphy Site

### Development and Design Principles

Development must:

1. deliver an employment-led development, designed to create a vibrant, sustainable new mixed-use area, taking the opportunity for significant intensification of industrial and other employment uses alongside a substantial number of homes, open space and community uses;
2. ensure that a comprehensive approach is taken to site design and layout, through the preparation of a masterplan, having regard to the Kentish Town Planning Framework, Kentish Town Neighbourhood Plan and Dartmouth Park Neighbourhood Plan;
3. be taken forward in a coordinated way, working jointly with other landowners and neighbouring sites. 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 industrial provision to increase, or at least maintain, industrial, storage and warehousing capacity, and provide for other high density employment uses reflecting existing local business clusters and Camden's growth sectors;
5. use efficient design to allow co-location with housing and other proposed uses, ensuring that the introduction of non-employment uses does not compromise the operation of existing or future employment uses;
6. 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 a significant element of affordable workspace will also be expected;
7. seek to contribute to the continued success of existing business clusters, including light industry and the creative and knowledge sectors, and maintain, and where possible expand, the area's role providing for businesses supporting London's Central Activities Zone;
8. ensure the level of provision of new office floorspace avoids changing the character of the employment offer on this designated industrial site. Large floorplate 'corporate' offices are unlikely to be considered suitable;
9. ensure that any provision of retail and food and drink uses is of a scale appropriate to serving the needs of those living in, working in or visiting the site and would complement, and not compete with or cause harm to, the vitality and viability of existing centres, in particular at Kentish Town and Queens Crescent;
10. optimise the delivery of permanent self-contained homes in accordance with Policy H1 (Maximising Housing Supply). Where student accommodation is proposed this should be in accordance with Policy H9 (Purpose-built Student Accommodation);
11. make provision for the particular housing needs identified by Policy H6 where appropriate, and seek to include Extra Care housing and supported housing for people with learning disabilities, as a proportion of the additional affordable housing provision;
12. provide substantial new, welcoming, accessible and safe open space and public areas;
13. include the provision of free, publicly accessible toilets suitable for a range of users, including changing places toilets, and free drinking water;

# Allocation C3

## Murphy Site

14. create new and enhance existing areas of biodiversity across the site;
15. enhance the biodiversity corridors along the railway lines to the north and north east of the site, which are a designated Grade I Site of Important Nature Conservation to support biodiversity and create and improve connections for wildlife;
16. consider the community's desire to maintain the view across the site towards Parliament Hill from the area adjacent to Kentish Town Station in accordance with the Kentish Town and Dartmouth Park Neighbourhood Plans;
17. include provision for young people, and inclusive community space, to support the local community. Development should also seek to complement and enhance the area's existing cultural offer;
18. ensure that the design and the materials used are informed by the history of the site as a former goods railway yard with origins in the mid-19th century;
19. seek to retain and reuse the locally listed locomotive sheds and the attached and adjacent ancillary structures as a key feature any development;
20. seek to ensure that the site is designed to minimise vehicle movements and parking;
21. fully assess the transport implications of the constrained access to the site and reflect this in the type of employment uses provided on site. A transport strategy to mitigate the site-specific constraints should be developed, and should explore new access points, freight consolidation, servicing, and limiting traffic;
22. ensure that conflict between servicing traffic and public areas is minimised, with separation as far as possible;
23. deliver significant improvements to access into the site and connections to surrounding areas;
24. include a new green corridor linking Kentish Town Road and Hampstead Heath to form the key pedestrian priority route through the site (the 'Heath line'). This must include the provision of cantilevered access over the railway line between the site and the railway bridge on Kentish Town Road. The route should be accessible to all with a green and attractive character, significantly enhancing biodiversity;
25. seek to provide a new route between employment premises on Highgate Road and Kentish Town West to connect the area's business communities ('Makers Lane');
26. be designed to be compatible with, and facilitate, the development of neighbouring sites, in particular Regis Road; and
27. explore the provision of temporary (meanwhile) uses on the site to maintain activity as a comprehensive scheme is progressed. The Council will expect a meanwhile use strategy for this site to be submitted as part of plans for comprehensive development, in line with considerations set out in the Kentish Town Planning Framework.

The Camden Building Heights Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m – 45m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, 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 C3

## Murphy Site

### Infrastructure Requirements

Development must:

28. provide, or facilitate, and contribute towards, new pedestrian and cycling connections to adjacent sites, including a new north-south cycle route from Kentish Town to Highgate Road and a new pedestrian and cycle bridge across the railway line, to connect the Murphy and Regis Road sites, to facilitate pedestrian and cycling movement and provide connections to the wider area;
29. deliver improvements to Greenwood Place;
30. contribute towards improvements at Kentish Town Thameslink station (including the provision of step-free access, a new station entrance and an enhanced town square) and Gospel Oak station (including a new eastern access and improved public realm); and
31. contribute towards the delivery of the Camden Nature Corridor.

### Other Considerations

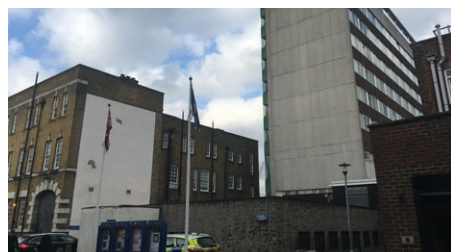
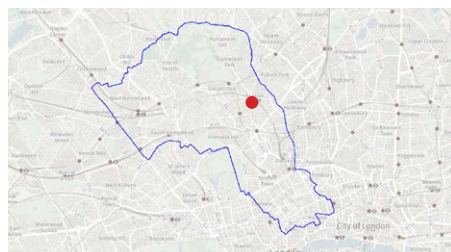
- Part of the site is within a viewing corridor identified in the London View Management Framework SPG.
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).
- 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). Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Part of 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.
- 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 a detailed drainage strategy may be required.



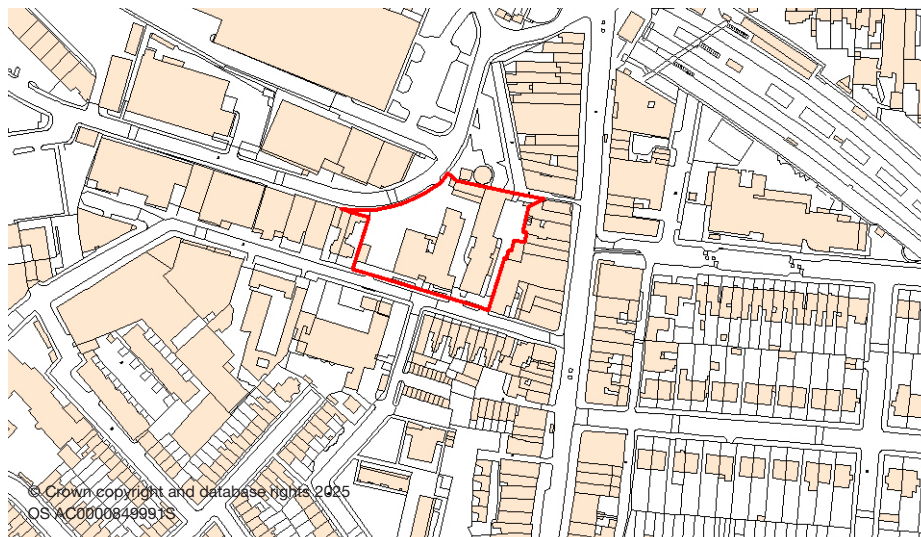
# Allocation C4

## Kentish Town Police Station

Key plan



Site plan



<b>Address</b>	Kentish Town Police Station, 10-12A Holmes Rd
<b>Area</b>	0.45 hectare
<b>Allocated Use</b>	Police facilities; permanent self-contained homes and student accommodation
<b>Indicative Housing Capacity</b>	35 additional self-contained homes
<b>Description of Existing Site</b>	This site contains a listed Victorian police station (Station House), with a more modern annex building attached, and an eight storey police Section House. It also includes a yard, vehicle parking and some small-scale structures. The site fronts on to Holmes Road but has vehicular access to Regis Road at the rear.

### Context

- The Metropolitan Police Service intend to retain the police use of the station and annex to meet operational requirements but there is potential to make more efficient use of parts of the site, such as the yard / parking space and the Section House. The Council would support the site being taken forward as part of the development of Regis Road (Policy C3) if this enables a better solution to be found to meet the operational needs of the Metropolitan Police Service and support the delivery of the Regis Road masterplan.

# Allocation C4

## Kentish Town Police Station

### Development and Design Principles

Development must:

1. provide for continued police facilities on this site, either alone, or part of, a mixed-use development of the site, comprising police facilities and permanent self-contained homes. Community uses and small-scale employment uses may also be suitable here;
2. ensure that the introduction of other uses on the site does not compromise police operational requirements;
3. preserve the listed police Station House building and not harm its setting, in accordance with Policy D5 (Historic Environment);
4. seek to retain the Section House building in accordance with Policy CC2 (Retention of Existing Buildings) and re-use to provide student accommodation. Where student accommodation is proposed this should be in accordance with Policy H9 (Purpose-built Student Accommodation);
5. optimise the delivery of permanent self-contained homes in accordance with Policy H1 (Maximising Housing Supply);
6. be designed to address both Holmes Road and Regis Road;
7. seek to provide a safe and attractive walking, wheeling and cycling route between Holmes Road and Regis Road to improve connections with surrounding communities; and
8. be designed to ensure that the main vehicular entrance to the site is from Regis Road in order to accommodate the Council's wider aspirations for the Holmes Road area.

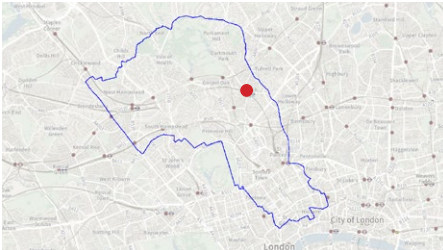
### Other Considerations

- 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).

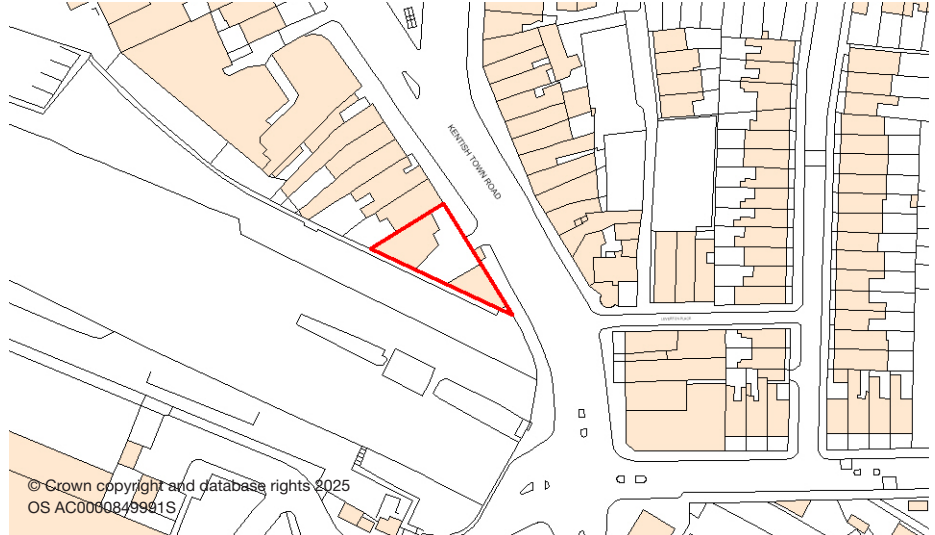
# Allocation C5

## 369 – 377 Kentish Town Road

Key plan



Site plan



<b>Address</b>	369 – 377 Kentish Town Road
<b>Area</b>	0.3 hectare
<b>Allocated Use</b>	Permanent self-contained homes; retail/restaurant
<b>Indicative Housing Capacity</b>	14 additional self-contained homes
<b>Description of Existing Site</b>	369-377 Kentish Town Road (also known as the 'car wash site') is a prominent corner site at the northern end of Kentish Town Road next to the railway bridge.

### Context

- In March 2020 the Council granted planning permission (2019/0910/P) for the development of the site for a six/seven storey building and basement to provide 14 flats, with retail or a restaurant use at ground floor and basement levels, and a widened pavement on Kentish Town Road.
- The Kentish Town Neighbourhood Plan contains a site-specific policy for 369-377 Kentish Town Road which supports its mixed-use redevelopment combined with the widening of the pavement in front of the site and the relocation of the bus shelter.
- The widening of the pavement in front of the site is identified in the Plan as contributing to meeting the Neighbourhood Forum's aspirations for a Kentish Town Square.
- Implementation of the permission has commenced and therefore it will not expire, as confirmed by a Lawful Development Certificate (2023/2654/P).
- If the existing planning permission is not delivered to completion, the criteria below will be used to determine future planning applications on this site.

# Allocation C5

369 – 377 Kentish Town Road

## Development and Design Principles

Development must:

1. be designed to make more efficient use of the site, visually improve the area and help to facilitate movement through the Kentish Town area and access to the Murphy site;
2. facilitate links to any future development of the Murphy site and contribute towards creating a welcoming entrance to that key site. Should this lead to a reduction in the number of homes provided compared to the current planning permission, the Council will expect these to be reprovided as part of neighbouring developments;
3. be of a high quality design reflecting the site's prominent location on Kentish Town Road, within a strategic viewing corridor; the adjacent Conservation Area to the east; and the listed buildings nearby, including the Assembly House public house to the south on the other side of Kentish Town Road; and
4. retain the approved setback building line fronting Kentish Town Road to assist with pedestrian safety.

## Infrastructure Requirements

Development must:

5. be designed to facilitate the future delivery of an attractive pedestrian and cycle route to link Kentish Town Station to Hampstead Heath, and connections to the Murphy site, for example a walkway cantilevered over the adjacent railway cutting; and
6. contribute towards the relocation of the bus shelter, to improve passenger and pedestrian safety, consistent with aspirations for a new Kentish Town Square.

## Other Considerations

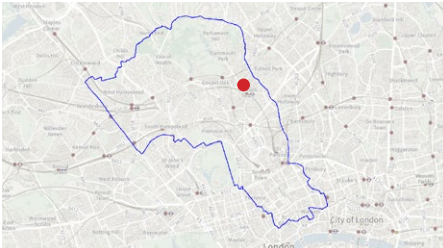
- The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC10 (Flood Risk). Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Proposals involving substantial demolition 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 within a viewing corridor identified in the London View Management Framework SPG.



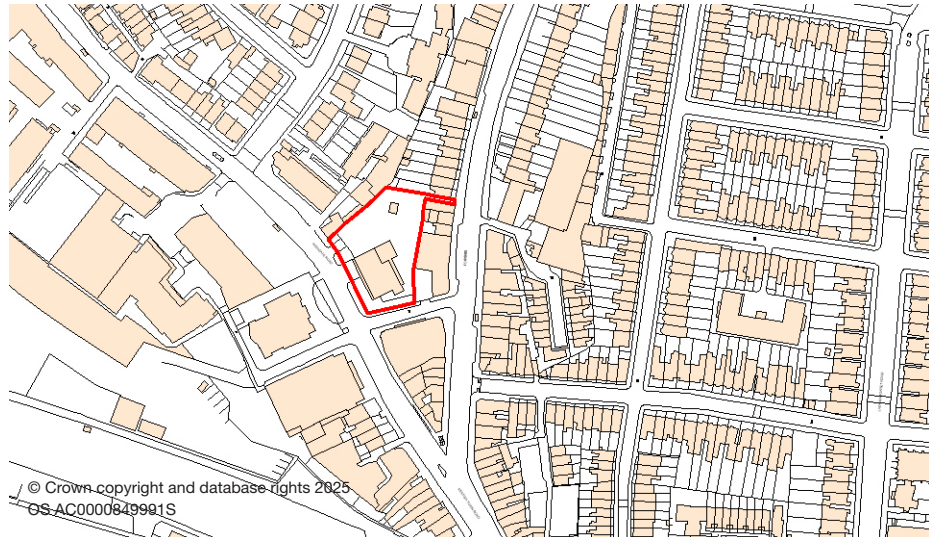
# Allocation C6

## Kentish Town Fire Station

Key plan



Site plan



<b>Address</b>	Kentish Town Fire Station, 20 Highgate Rd
<b>Area</b>	0.24 hectares
<b>Allocated Use</b>	Fire station; permanent self-contained homes and student accommodation
<b>Indicative Housing Capacity</b>	30 additional self-contained homes
<b>Description of Existing Site</b>	The site lies to the north of Kentish Town's town centre and is occupied by the operational Kentish Town Fire Station. The London Fire and Emergency Planning Authority's Asset Management Plan rates the site as having poor functionality and being in poor condition, listing it as a priority site for improvement through redevelopment rather than relocation.

### Context

- This site provides an opportunity to deliver a replacement fire station to better meet the needs of the London Fire Brigade and introduce housing as an additional use to make more effective use of the site. The provision of student accommodation on the site may also be considered acceptable. Mixed-use development involving an operational fire station and housing accommodation has taken place elsewhere in London.
- Should the existing fire station be declared surplus to the operational needs of the London Fire Brigade, with the service being provided at another location, the site should be assessed for suitability for an alternative community use. Where it can be demonstrated to the Council's satisfaction there is no reasonable prospect of alternative community use as part of a mixed-use scheme, the Council's preferred alternative is development for housing including affordable homes.

# Allocation C6

## Kentish Town Fire Station

### Development and Design Principles

Development must:

1. optimise the delivery of permanent self-contained homes in accordance with Policy H1 (Maximising Housing Supply). Where student accommodation is proposed this should be in accordance with Policy H9 (Purpose-built Student Accommodation);
2. ensure that a design-led approach is taken to delivering the optimum amount of development on the site, and that, where demolition is proposed this should be justified in accordance with Policy CC2 (Retention of Existing Buildings);
3. ensure that the incorporation of housing as part of a mixed-use scheme does not compromise the operation of the fire station;
4. be designed in accordance with the 'agent of change' principle to ensure that potential conflicts between the uses on the site, and between the site and surrounding properties, are minimised, and must not cause unacceptable harm to the amenity or quality of life of the occupants of nearby properties or new homes on the site. A noise assessment and proposed mitigation measures should therefore be submitted as part of any planning application;
5. be designed to respond to, and enhance the setting of, the listed Christ Apostolic Church opposite;
6. retain existing trees and provide suitable new planting and landscaping in accordance with Policy NE3 (Tree Protection and Planting); and
7. improve the relationship between the site and the surrounding area, particularly Highgate Road, Fortress Road and Fortress Walk.

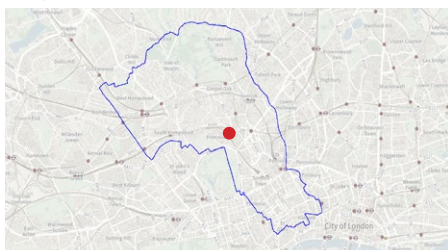
### Other Considerations

- 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). Recommendations in the Flood Risk Assessment will be secured by planning condition.
- 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).

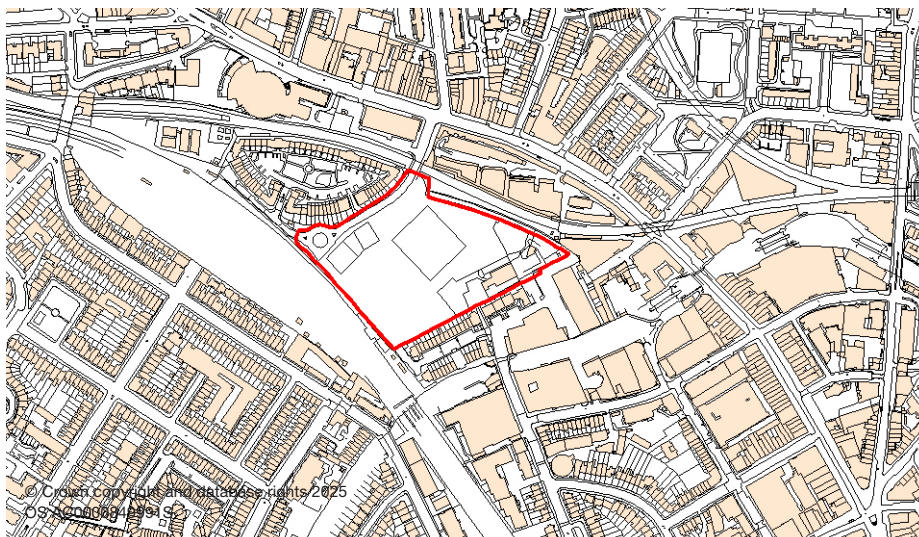
# Allocation C7

## Morrisons supermarket

Key plan



Site plan



<b>Address</b>	Morrisons supermarket, Chalk Farm Road NW1 8EH
<b>Area</b>	2.7 hectares
<b>Allocated Use</b>	Permanent self-contained homes, employment (offices and maker spaces), retail, food and drink, community and leisure use
<b>Indicative Housing Capacity</b>	644 additional self-contained homes
<b>Description of Existing Site</b>	Site was previously in use as a Morrisons supermarket, with associated car parking. The site sits between railway lines in an elevated position looking down into the markets.

### Context

- The site is covered by the Council's adopted Camden Goods Yard Planning Framework Supplementary Planning Document (SPD). Regard should be had to the vision and objectives set out in the Framework when taking forward the development of this site.
- This a key site in the delivery of the Council's aspirations for the Camden Goods Yard area, in terms of its location and the scale of opportunity it presents.
- This site will make a significant contribution to the Council's housing supply, with the permitted schemes (2017/3847/P and 2022/3646/P) delivering 644 homes. Should any amendments to the scheme come forward, then the Council will expect the supply of housing on this site (including the on-site affordable housing) to be maintained or increased and the key benefits for the wider area to be delivered.
- If the existing planning permission is not implemented, or is only partially implemented, the criteria below will be used to determine future planning applications on this site.

# Allocation C7

## Morrisons supermarket

### Development and Design Principles

Development must:

1. deliver a range of housing types and tenures in accordance with Policy H6 (Housing Choice and Mix);
2. include a mix of employment uses, including affordable workspace and workshops / maker spaces, in a range of unit types and sizes;
3. reprovide a supermarket on site and include small scale retail and / or food and drink uses that add variety to Camden Town centre. Public house uses, or hot food takeaway uses, will not be supported in this sensitive frontage, as they are well represented in the town centre;
4. successfully integrate with existing neighbourhoods and address the site's current separation;
5. provide an attractive and inviting gateway from Chalk Farm Road, and improved connections with the markets;
6. be designed to reference both national, local, and lost, historical features, particularly the site's industrial and transport heritage, and celebrate the heritage significance of the Goods Yard. The Council supports proposals to further open-up the subterranean architecture of tunnels and vaults and will expect the detailed layout of the site to retain the possibility of public access to the 'Winding Vaults';
7. give priority to walking, wheeling and cycling, with vehicles only able to access the site from Chalk Farm Road. New routes should be direct, accessible, attractive and safe. Provision of step-free options is considered essential for ensuring inclusive access, given the changes in levels across this site;
8. remove existing car parking in line with this Plan's car-free approach;
9. deliver public open spaces of varying scale and character that provide a range of experiences and activities, and which are inclusive, accessible and safe. The Council will give priority to the provision of green amenity areas and play space for the full range of ages; and
10. seek to ensure that open spaces include areas for biodiversity and wildlife, including new tree planting. Proposals will be expected to investigate the potential for the provision of vegetation buffers along the railway lines to create and improve connections for wildlife.

The Camden Building Heights Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m – 53 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. The Council has granted planning permission for a development of up to 56m. 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.



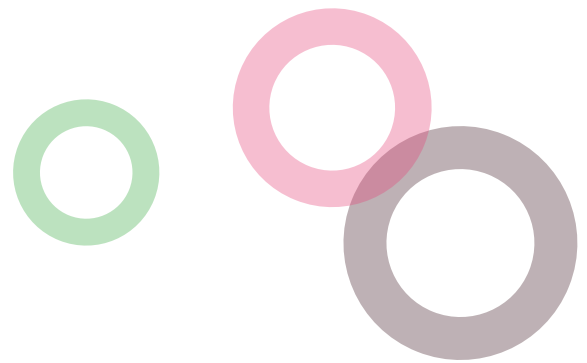
# Allocation C7

## Morrisons supermarket

### Infrastructure Requirements

Development must:

11. contribute towards the delivery of a new route for pedestrians and cyclists, adjacent to the West Coast mainline railway, that connects Regent's Park Road bridge with the Regent's Canal towpath ('Stephenson's Walk'), creating opportunities to reveal, restore and access the heritage assets related to the original railway, as set out in the Camden Goods Yard Planning Framework. Developers will be expected to work with adjoining land owners to deliver this;
12. contribute towards delivering a route for pedestrians and cyclists to connect Oval Road / the Regent's Canal, with Juniper Crescent (via Gilbeys Yard) and onwards to Regent's Park Road and Primrose Hill; and
13. seek to deliver a sustainable long-term solution to minimise the environmental impacts of bus movements on residential amenity and the public realm in the Camden Goods Yard area, whilst ensuring that accessibility to bus services is maintained. The Council will expect applicants to engage with neighbouring landowners and other relevant stakeholders, to establish the optimal location for bus stands, to meet the needs of different users, while ensuring they do not unacceptably intrude upon people's experience and enjoyment of moving through a proposed scheme, including the practicality of alternative locations outside the site.

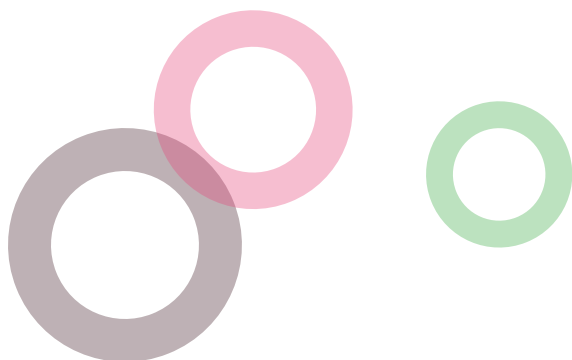


# Allocation C7

## Morrisons supermarket

### Other Considerations

- Part of the site is within a viewing corridor identified in the London View Management Framework SPG.
- The access road leading to the existing supermarket, Juniper Crescent and the Network Rail site is safeguarded as a construction access for works associated with High Speed Two (HS2). Developers will therefore be expected to coordinate arrangements for traffic management and the timing of construction works with HS2 Ltd, and their contractors, to minimise/mitigate conflicts and cumulative impacts on the transport network.
- 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.
- The Council will require the developer to submit a Community Support and Engagement Plan. This should set out the community vision and purpose for the new estate, and include assistance for volunteering and capacity building initiatives, to give residents a strong sense of ownership of the streets and spaces, helping to tackle anti-social behaviour. This should be planned across site boundaries to deliver optimal benefits, including interaction between communities living in different parts of the Goods Yard area and beyond.
- 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). 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 a detailed drainage strategy may be required.



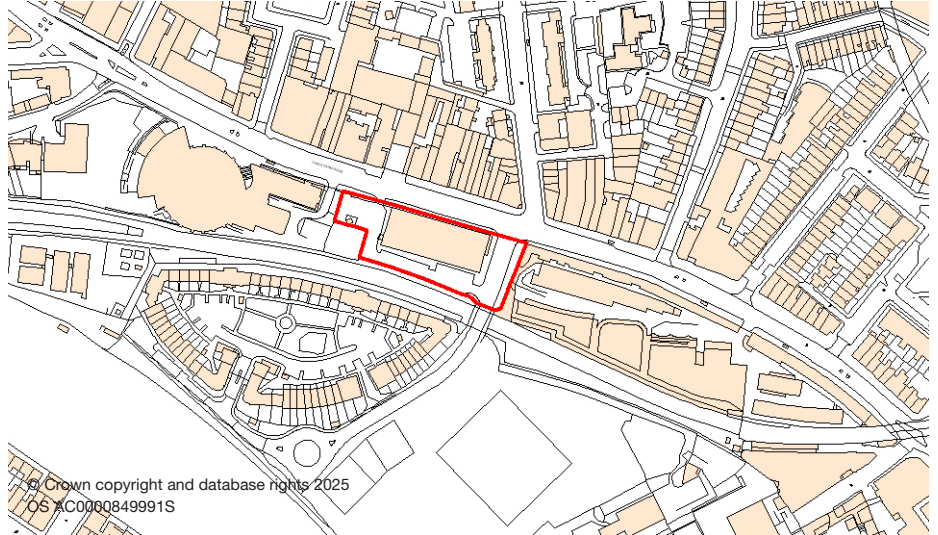
# Allocation C8

## Former Morrisons petrol filling station

Key plan



Site plan



<b>Area</b>	0.39 hectares
<b>Allocated Use</b>	Permanent self-contained homes; employment (offices), retail, food and drink
<b>Indicative Capacity</b>	A contribution to delivery of housing off site will be expected, having regard to relevant Local Plan policies, including Policy H2. In the context of the development permitted, this contribution is encompassed in the housing-led development of the Morrisons supermarket site (Allocation C7).
<b>Description of Existing Site</b>	The site was previously occupied by a petrol station associated with the former Morrisons store. The open expanse of the petrol station forecourt has been replaced by a temporary food store, which commenced trading in early 2021. Once this temporary use has ceased, it is anticipated that the building will be dismantled allowing for a permanent development to optimise use of this site.

# Allocation C8

## Former Morrisons petrol filling station

### Context

- The site is within the designated Camden Town centre and occupies a prominent location at the entrance to the wider Camden Goods Yard area.
- It is an important site in the Regent's Canal Conservation Area providing the setting and historic context for a number of heritage assets, having been within the Goods Yard wall area.
- The site is covered by the Council's Camden Goods Yard Planning Framework Supplementary Planning Document (SPD). Regard should be had to the vision and objectives set out in the Framework when taking forward the development of this site.
- The Council granted planning permission for this site, in conjunction with proposals for the Morrisons supermarket site, for an office building including retail and food and drink uses on lower floors (2022/3646/P).
- If this site were to come forward for development on its own, a scheme including self-contained housing will be sought by the Council, where this is consistent with activating the southern frontage of Chalk Farm Road and is co-ordinated with proposals for 100 Chalk Farm Road. The residential capacity will be assessed at that stage.
- If the existing planning permission is not implemented the criteria below will be used to determine future planning applications on this site.

### Development and Design Principles

Development must:

1. be designed to take into consideration the development of adjacent sites, particularly 100,100a and 100b Chalk Farm Road, to ensure the optimal layout of the sites is achieved;
2. create a new and inviting entry for pedestrians and cyclists to the wider Camden Goods Yard area through the design of the site;
3. seek to provide residential floorspace to help meet Camden's identified housing needs;
4. be designed to setback the building line along Chalk Farm Road to deliver a wider pavement, providing an attractive route for pedestrians towards Chalk Farm Road station;
5. be designed to express the site's importance as a 'gateway' to the Goods Yard and historic setting;
6. provide a more engaging active frontage on the south side of Chalk Farm Road, drawing on the historic character and commercial function of this part of the Town Centre; and
7. maximise the potential for urban greening, including new tree planting.

### Infrastructure Requirements

Development must:

8. reprovide in a suitable location the consented youth space secured through planning permission 2022/3646/P.



# Allocation C8

## Former Morrisons petrol filling station

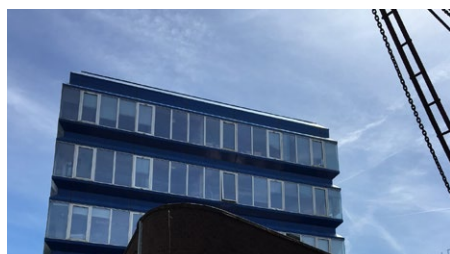
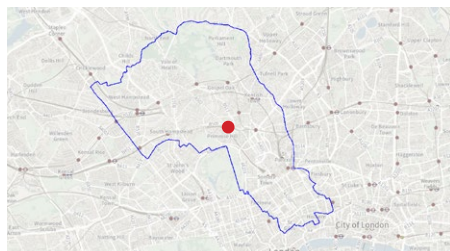
### Other Considerations

- 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). 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.
- 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 a detailed drainage strategy may be required.
- 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).
- Part of the site is within a viewing corridor identified in the London View Management Framework SPG.

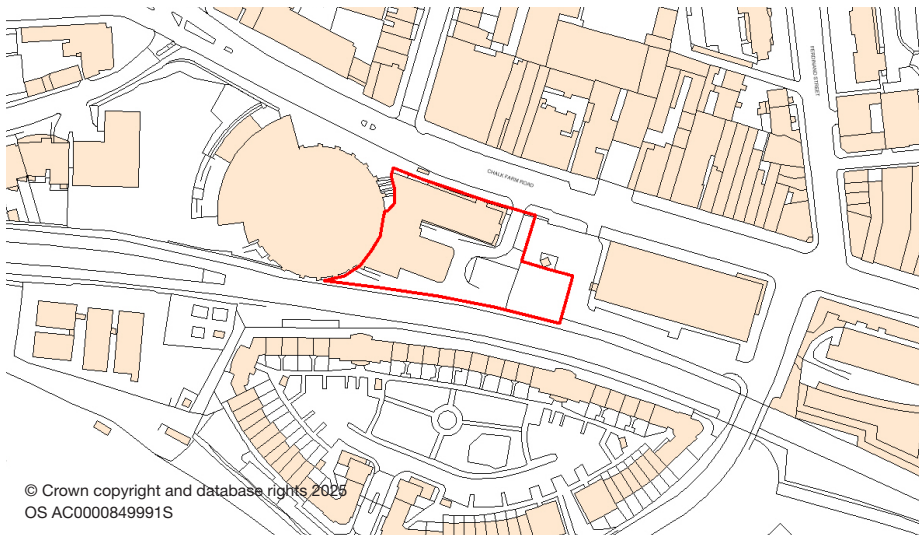
# Allocation C9

## 100 Chalk Farm Road

Key plan



Site plan



<b>Address</b>	100, 100a and 100b Chalk Farm Road NW1 8EH
<b>Area</b>	0.73 hectares
<b>Allocated Use</b>	Permanent self-contained homes, student accommodation, employment, retail and cafés / restaurants (ground level)
<b>Indicative Housing Capacity</b>	30 additional self-contained homes and 264 student units
<b>Description of Existing Site</b>	The site comprises three commercial buildings with surface and underground car parks to the rear. A large 1970s office block faces onto Chalk Farm Road but has no reference to its context or engagement with the street. The north London railway viaduct is located behind the site, separating it from Juniper Crescent housing estate (Allocation C10). The Grade II* listed Roundhouse building is located immediately adjacent to the site and there is a Grade II listed cattle trough to the front of the site.

### Context

- The site is covered by the Council's Camden Goods Yard Planning Framework Supplementary Planning Document (SPD). Regard should be had to the vision and objectives set out in the Framework when taking forward the development of this site.
- The site is located within the designated Camden Town centre. This part of the centre is fragmented and considered to detract from overall character and vitality of the Town Centre.
- The Council has granted planning permission for the demolition of existing buildings (2024/0479/P) and redevelopment of two new buildings of 6-12 storeys for purpose built student accommodation and listed building consent (2024/0539/L) for associated works.

# Allocation C9

## 100 Chalk Farm Road

### Development and Design Principles

Development must:

1. optimise the delivery of permanent self-contained homes in accordance with Policy H1 (Maximising Housing Supply). Where student accommodation is proposed this should be in accordance with Policy H9 (Purpose-built Student Accommodation);
2. ensure that a design-led approach is taken to delivering the optimum amount of development on the site, and that, where demolition is proposed this should be justified in accordance with Policy CC2 (Retention of Existing Buildings);
3. include a mix of employment uses, including affordable workspace and workshops / maker spaces, in a range of unit types and sizes;
4. be of a high-quality design that is appropriate to the high street location and responds to the area's historic context and assesses the impact of proposals on locally important views, of which those of the Roundhouse and Stables Market / the Horse Hospital are particularly critical;
5. seek to improve the engagement between the site and Chalk Farm Road. This could be achieved by providing appropriate town centre uses opening onto the street, to add diversity and vibrancy in this location;
6. be designed to preserve and enhance the setting of the Roundhouse and the adjacent gap, by opening up views of this heritage asset from Chalk Farm Road, whilst ensuring it can continue to be read as a separate entity in the townscape. Separations and setting back of development from the listed structure, splaying building lines, and the location of open space in proposals could help address this;
7. consider how the relationship with neighbouring land to the east, including the Former Petrol Filling Station site, can be enhanced, considering how this area may change;
8. ensure that a comprehensive approach is taken to site design and layout, having regard to the Camden Goods Yard Planning Framework Supplementary Planning Document and the planning application for the redevelopment of the site (2024/0479/P). This should demonstrate how employment (offices) and residential uses can be optimised;
9. be taken forward in a coordinated way, working jointly with other landowners and neighbouring sites. 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;
10. maximise the potential for urban greening, including new tree planting;
11. remove existing car parking in line with this Plan's car-free approach; and
12. ensure that existing night-time entertainment uses, in particular the neighbouring Roundhouse venue, are not adversely impacted by the development of the site, with off-site mitigation measures secured as a last resort in line with the agent of change principle.

# Allocation C9

## 100 Chalk Farm Road

### Infrastructure Requirements

Development must:

13. contribute towards the delivery of public realm improvements along Chalk Farm Road; and
14. contribute towards a feasibility study and delivery of step free access at Chalk Farm Road Station.

### Other Considerations

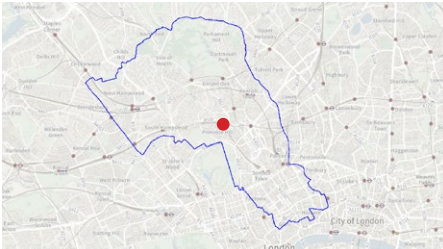
- The Council has resolved to grant planning permission for a development of up to 40m. That decision was based on an assessment of the impacts and benefits of that specific development, and it should not therefore be assumed that the permitted height would necessarily be appropriate for any subsequent development.
- The 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). 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.
- Due regard should be given to relocating and restoring the Grade II listed drinking fountain and cattle trough (on the Heritage at Risk Register) outside of the site boundary to preserve and enhance the historical significance.
- Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and / or a detailed drainage strategy may be required.
- 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).



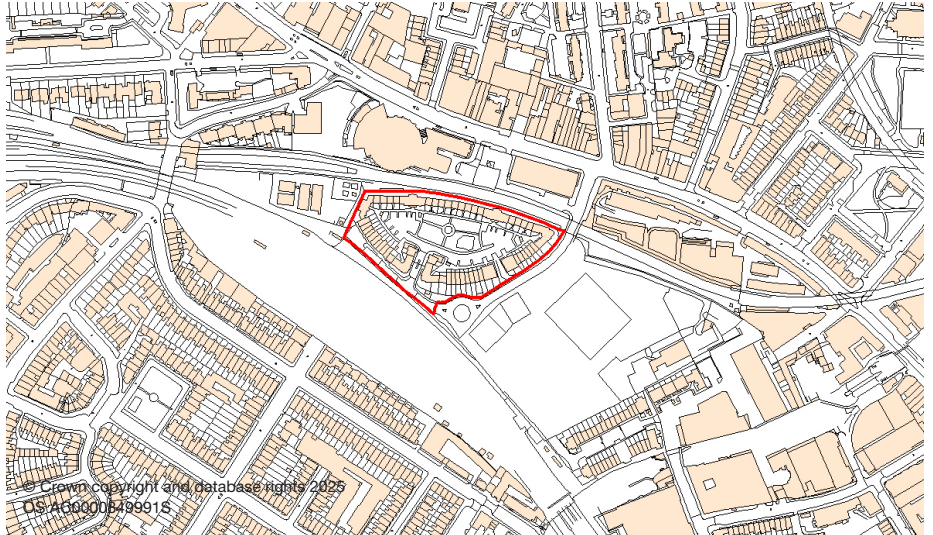
# Allocation C10

## Juniper Crescent

Key plan



Site plan



<b>Address</b>	Juniper Crescent housing estate
<b>Area</b>	1.4 hectares
<b>Allocated Use</b>	Permanent self-contained homes, small-scale employment space and community uses (or other appropriate ground floor uses)
<b>Indicative Housing Capacity</b>	375 additional self-contained homes
<b>Description of Existing Site</b>	The Juniper Crescent housing estate comprises 3-4 storey flats and houses arranged around a central courtyard, public open space and play facilities. The site is separated from development along Chalk Farm Road by the north London Line railway viaduct and operational railway lines to the south and west.

### Context

- The site is covered by the Council's Camden Goods Yard Planning Framework Supplementary Planning Document (SPD). Regard should be had to the vision and objectives set out in the Framework when taking forward the development of this site.
- As a pre-condition for funding support from the Mayor of London, housing regeneration schemes are subject to a ballot of residents. A ballot held in late 2022 and the majority of residents supported the proposed redevelopment of the estate.
- Landowners/developers will be expected to work together to address the estate's physical separation.
- The access road is safeguarded to enable work associated with High Speed Two (HS2). The cumulative impact and timings of HS2 works and other schemes in the Goods Yard area will need to be carefully considered.



# Allocation C10

## Juniper Crescent

### Development and Design Principles

Development must:

1. deliver a housing-led scheme, incorporating significant regeneration benefits for the estate and the wider Camden Goods Yard area;
2. ensure that a design-led approach is taken to delivering the optimum amount of development on the site;
3. provide new and replacement homes to meet a range of housing needs in accordance with Policy H6, including the maximum reasonable amount of affordable housing. The inclusion of private homes is supported to help fund the provision of high quality replacement homes and to maximise delivery of additional affordable housing;
4. ensure there is no net loss of socially rented floorspace on site and that all existing households receive suitable replacement accommodation. This should be evidenced through an assessment of need submitted with a planning application;
5. 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;
6. be undertaken in phases to ensure disruption to residents is minimised. This should be set out in a housing phasing plan submitted with any planning application for the site. Where possible, estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing;
7. ensure that complementary uses, such as employment or community uses are designed and located to reinforce the character of principal routes through the site to help create lively and well overlooked streets and spaces. An extension of Camden Town town centre into this location is not considered appropriate;
8. address the estate's physical separation, by enhancing sightlines into the estate; improving access to the estate, particularly to/from local town centres; and through design that expresses the site's historic role as part of the Goods Yard;
9. be designed to conserve or enhance the significance of the Grade II\* Roundhouse and its setting, and respect locally important views in accordance with Policy D5 (Historic Environment);
10. maximise the potential for urban greening, including new tree planting;
11. rationalise parking on-site in line with Policy T5 (parking and car free development). Where existing residents' parking is reprovided, this should be located to minimise car movements within the site, and be designed to allow for repurposing when no longer required; and
12. seek to improve community safety, by enhancing natural surveillance at the entrances/exits to the estate and homes/apartment blocks. Development facing onto streets can assist with this.

The Camden Building Heights Study identified this site as a location where tall buildings may be an appropriate form of development, with 9m - 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 C10

## Juniper Crescent

### Infrastructure Requirements

Development must:

13. provide additional open space, including green space, play facilities and tranquil areas;
14. seek to ensure that open spaces include areas for biodiversity and wildlife;
15. support the creation of green routes along the railway edges;
16. contribute towards delivering a route for pedestrians and cyclists to connect Oval Road / Regent's Canal, with Juniper Crescent (via Gilbeys Yard) and onwards to Regent's Park Road and Primrose Hill;
17. contribute towards the delivery of a new route for pedestrians and cyclists adjacent to the West Coast Main Line railway, that connects Regent's Park Road bridge with Regent's Canal towpath ('Stephenson's Walk'), creating opportunities to reveal, restore and access the heritage assets related to the original railway, as set out in the Camden Goods Yard Planning Framework. Developers will be expected to work with adjoining landowners to deliver this; and
18. explore opportunities for optimising the location of bus stops and stands servicing the Morrisons supermarket site, and wider Goods Yard area, to minimise impact on resident amenity and enhance quality of place.

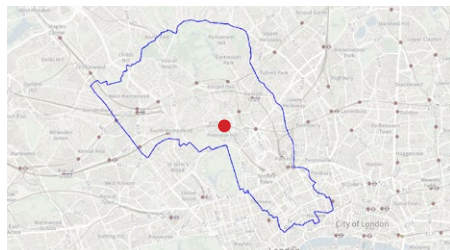
### Other Considerations

- The Council will require the developer to submit a Community Support and Engagement Plan. This should set out the community vision and purpose for the new estate, and include assistance for volunteering and capacity building initiatives, to give residents a strong sense of ownership of the streets and spaces, helping to tackle anti- social behaviour. This should be planned across site boundaries to deliver optimal benefits, including interaction between communities living in different parts of the Goods Yard area and beyond.
- 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 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.
- 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 a detailed drainage strategy may be required.
- Part of the site is within a viewing corridor identified in the London View Management Framework SPG.

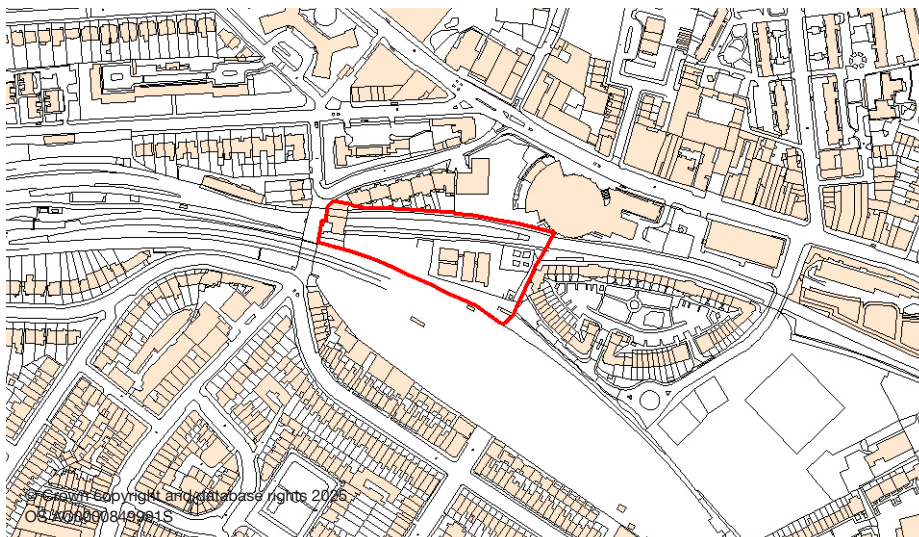
# Allocation C11

## Network Rail land at Juniper Crescent

Key plan



Site plan



<b>Address</b>	Network Rail land at Juniper Crescent
<b>Area</b>	0.9 hectares
<b>Allocated Use</b>	Permanent self-contained homes, office / light industrial, operational railway use
<b>Indicative Housing Capacity</b>	55 additional homes
<b>Description of Existing Site</b>	The site is currently safeguarded to support High Speed Two (HS2) construction works and provides an operational access point to the railway. It is accessed from Chalk Farm Road via a secure access gate adjacent to homes in Juniper Crescent. Part of the site provides temporary office accommodation for enabling works associated with HS2 which sits within a compound. There are also various cabins and machinery used to support railway maintenance works. Furthest from the access gate is the site of the platforms that formed part of the former Primrose Hill station. The site also includes the former ticket hall on Regent's Park Road.

### Context

- The site is covered by the Council's Camden Goods Yard Planning Framework Supplementary Planning Document (SPD). Regard should be had to the vision and objectives set out in the Framework when taking forward the development of this site.
- The Council considers this to be an important site in realising an accessible connection with Regent's Park Road, Primrose Hill and the wider area. This would be a substantial benefit for residents and workers in the Camden Goods Yard area.
- It is recognised that in the short to medium term this site is required for project and construction teams associated with the delivery of HS2. Regardless of whether the site is needed in the long-term for operational railway purposes, the Council wishes to secure public access to the railway bridge at Regent's Park Road, overlooking the site.
- The Council would support a railway use being maintained on the site, and would also support permanent employment use and permanent self-contained housing, where this results in a compatible mix of uses.

# Allocation C11

## Network Rail land at Juniper Crescent

### Development and Design Principles

Development must:

1. ensure that where office or light industrial employment uses are proposed that they are compatible with the existing and emerging character of neighbouring sites and the wider Camden Goods Yard area;
2. be designed to conserve or enhance the significance of the Grade II\* Roundhouse and its setting, and respect locally important views in accordance with Policy D5 (Historic Environment);
3. ensure the design and layout gives careful consideration to its relationship with the adjacent Juniper Crescent site;
4. consider what noise mitigation measures are likely to be required in line with Policy A4 (Noise Pollution) given the location of the site immediately adjacent to the West Coast Main Line; and
5. seek to establish a green corridor along the edge of the railway, which can act as a buffer and habitat for wildlife in connection with adjacent sites.

The Camden Building Heights Study identified this site as a location where tall buildings may be an appropriate form of development, with 9m - 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.

### Infrastructure Requirements

Development must:

6. provide public access to the railway bridge at Regents Park Road, without prejudicing the reopening of Primrose Hill station, should this become viable in the future;
7. contribute towards the delivery of a new route for pedestrians and cyclists, adjacent to the West Coast Main Line railway, that connects Regent's Park Road bridge with Regent's Canal towpath ('Stephenson's Walk'), creating opportunities to reveal, restore and access the heritage assets related to the original railway, as set out in the Camden Goods Yard Planning Framework. Developers will be expected to work with adjoining landowners to deliver this; and
8. consider whether the site could help address the issues identified in respect of bus operations on adjacent sites (Morrisons supermarket and Juniper Crescent). An operational area within the site could, for example, support a bus turning area at the end of the existing access road.

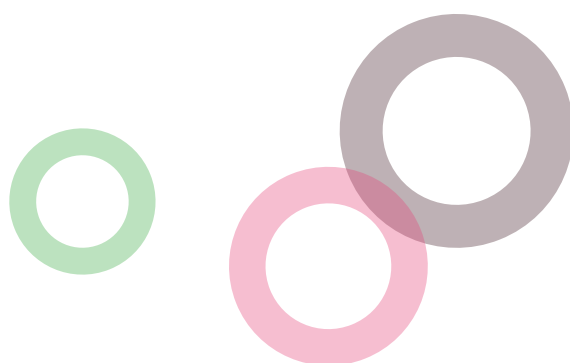


# Allocation C11

## Network Rail land at Juniper Crescent

### Other Considerations

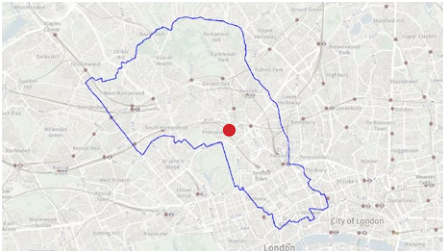
- Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Policy CC2 (Retention of Existing Buildings) and demonstrate that circular economy principles have been applied in accordance with Policy CC3 (Circular Economy and Reduction of Waste).
- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is 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.



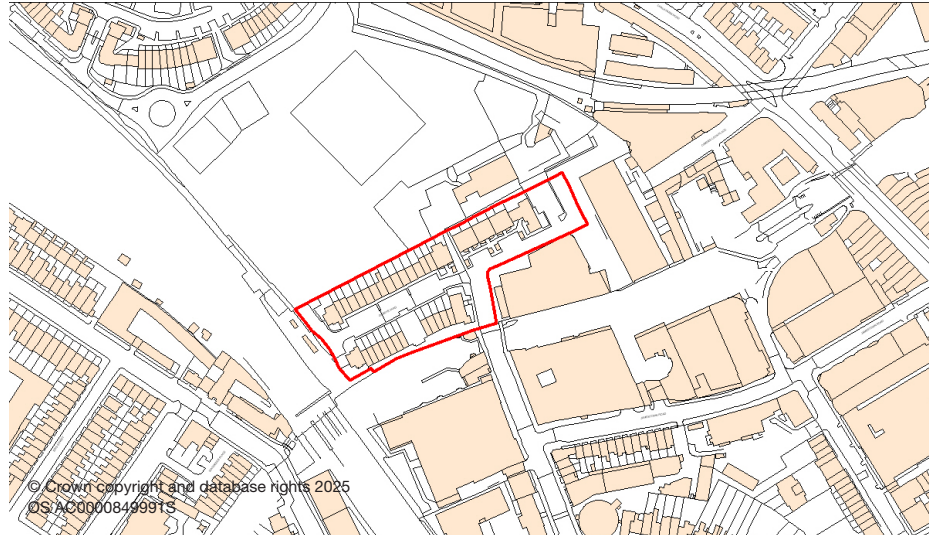
# Allocation C12

## Gilbeys Yard

Key plan



Site plan



Area	0.8 hectares
Allocated Use	Permanent self-contained homes, small-scale employment space, community use
Indicative Housing Capacity	120 additional self-contained homes
Description of Existing Site	Gilbeys Yard is a housing estate consisting of blocks of 3-4 storey flats and houses arranged in rows parallel to the Regent's Canal. The estate currently has limited public amenity space for residents. There is a poorly defined relationship with the adjoining Interchange yard, while a narrow pedestrian and cycle route leads into the Morrisons supermarket site (Allocation C7). The estate borders Camden Town town centre and is also prominent in views from the Regent's Canal and towpath.

# Allocation C12

## Gilbeys Yard

### Context

- The site is covered by the Council's Camden Goods Yard Planning Framework Supplementary Planning Document (SPD). Regard should be had to the vision and objectives set out in the Framework when taking forward the development of this site.
- The site is adjacent to the Regents Canal, which is designated a site of Metropolitan importance for nature conservation.
- One Housing Group has been leading a consultation and engagement exercise with the residents of Gilbeys Yard about improving the standard of existing homes on the estate. A number of options are being considered, including the full redevelopment of the estate providing replacement accommodation and additional homes.
- As a pre-condition for funding support from the Mayor of London, housing regeneration schemes are subject to a ballot of residents. A ballot held in 2020 was unsuccessful. Residents have not been balloted again to date.
- In the event that a ballot is successful, a housing-led development that delivers significant regeneration benefits for the estate and the wider Camden Goods Yard area would be supported.
- The Council supports the continuing consultation and engagement process led by One Housing Group to evaluate future options for the estate and establish the support of existing residents.
- The inclusion of private homes is supported, to help fund the provision of high quality replacement homes and to maximise delivery of additional affordable housing.

### Development and Design Principles

Development must:

1. provide new and replacement homes to meet a range of housing needs in accordance with Policy H6, including the maximum reasonable amount of affordable housing. The exact number of homes will be dependent on a full appraisal of the impacts of development on heritage assets, views and surrounding townscape;
2. 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;
3. ensure there is no net loss of socially rented floorspace, and that all existing households receive suitable replacement accommodation, as demonstrated through an assessment of need;
4. consider the provision of appropriate complementary uses, such as workshops or community uses, to enliven streets and spaces. The site is not considered appropriate for an extension of Camden Town town centre;
5. be undertaken in phases to ensure disruption to residents is minimised. This should be set out in a housing phasing plan submitted with any planning application for the site. Where possible, estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing;
6. be designed to respond to the industrial character of the canalside environment and wider Camden Goods Yard area, in terms of the architectural design and landscaping, taking opportunities to preserve and, where appropriate, enhance heritage assets, above and below ground, and protect locally important views. The proximity of the site to The Interchange building (Grade II listed) and the impact on the setting and views of this asset are particularly important;

# Allocation C12

## Gilbeys Yard

7. seek to integrate the estate more successfully into neighbouring sites, anticipating how the future context may change;
8. work with the landowner of the Interchange and market to resolve concerns about the existing servicing arrangements for the markets and drop-off/collection arrangements for taxis to minimise the impact of vehicles passing through the estate on residents;
9. rationalise parking on-site in line with Policy T5 (Parking and Car Free Development) and reduce vehicular dominance;
10. undertake the refurbishment of the yard, which is an important communal amenity area;
11. improve community safety through enhancing natural surveillance at entrances/exits to the estate and homes/apartment blocks;
12. contribute to improvements in the biodiversity of the Canal, which is designated as a Site of Importance for Nature Conservation; and
13. explore opportunities to 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.

### Infrastructure Requirements

Development must:

14. contribute towards the delivery of a new route for pedestrians and cyclists, adjacent to the West Coast Main Line railway, that connects Regent's Park Road bridge with Regent's Canal towpath ('Stephenson's Walk'), creating opportunities to reveal, restore and access the heritage assets related to the original railway, as set out in the Camden Goods Yard Planning Framework. Developers will be expected to work with adjoining landowners to deliver this;
15. provide additional open space, including green space, play facilities and tranquil areas; and
16. seek to ensure that open spaces include areas for biodiversity and wildlife including new tree planting. Proposals should support the creation of green routes along the railway edges as part of a continuous corridor adjacent to the West Coast Main Line.



# Allocation C12

## Gilbeys Yard

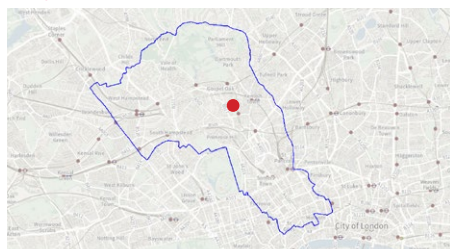
### Other Considerations

- The Council will require the developer to prepare and submit a Community Support and Engagement Plan. This should set out the community vision and purpose for the new estate, and include assistance for volunteering and capacity building initiatives, to give residents a strong sense of ownership of the streets and spaces, helping to tackle anti-social behaviour. This should be planned across site boundaries to deliver optimal benefits, including interaction between communities living in different parts of the Goods Yard area and beyond.
- Applicants should refer to Better Homes for Local People - the Mayor's Good Practice Guide to Estate Regeneration.
- 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 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.
- 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 a detailed drainage strategy may be required.
- Part of the site is within a viewing corridor identified in the London View Management Framework SPG.

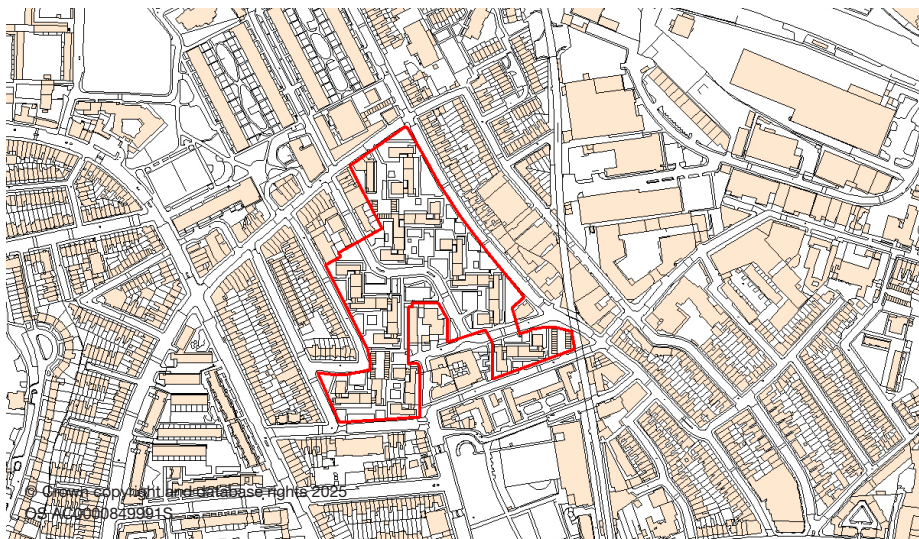
# Allocation C13

## West Kentish Town Estate

Key plan



Site plan



<b>Address</b>	West Kentish Town estate, NW5
<b>Area</b>	3.5 hectares
<b>Allocated Use</b>	Permanent self-contained homes, small-scale employment space and community uses (or other appropriate ground floor uses)
<b>Indicative Housing Capacity</b>	569 additional self-contained homes
<b>Description of Existing Site</b>	The Council estate contains of 316 homes and was constructed in the early 1960s following the demolition of Victorian street properties. The original linear routes of Carlton Street and Weedington Road were lost or rerouted when the estate was redeveloped. Parts of the surrounding area retain some of the historic character, much of which is preserved as part of the West Kentish Town Conservation Area.

### Context

- The Gospel Oak and Haverstock Community Vision sets out the community's vision for the future of this area. The Council adopted the Gospel Oak and Haverstock Community Vision in November 2022 as a Supplementary Planning Document. Regard should be had to the Vision when taking forward the development of this site.
- Local engagement work with residents of the estate has identified a number of issues relating to their homes, the estate in general, as well as the wider area.
- The Council has assessed different options for the estate and found that it is unlikely to be viable to remedy the design and construction issues affecting the existing buildings. In a ballot in March 2020, an overwhelming majority of residents voted for the demolition and complete redevelopment of the estate.
- Careful consideration should be given to the phasing of the development to ensure the balanced delivery of new affordable and market homes.

# Allocation C13

## West Kentish Town Estate

### Development and Design Principles

Development must:

1. deliver regeneration benefits for the wider community that help to address the local priorities set out within the Gospel Oak and Haverstock Community Vision;
2. reprovide existing homes to meet modern standards, ensuring no net loss of social housing, and maximise the delivery of additional affordable housing;
3. make provision for particular housing needs identified by Policy H6 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;
4. be undertaken in phases to ensure disruption to residents is minimised. This should be set out in a housing phasing plan submitted with any planning application for the site. Where possible estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing, prior to large scale demolition of existing homes;
5. contribute towards the enhancement of the Queen's Crescent neighbourhood centre through the creation of a new frontage along the street to host community or commercial uses, as well as contributing towards the cost of highways and public realm improvements;
6. improve local walking, wheeling, and cycling routes, by providing a clear, safe and accessible route connecting Talacre Park with Queens Crescent;
7. create new and enhance existing areas of biodiversity across the site to support biodiversity corridors and create and improve connections for wildlife from nearby Sites of Important Nature Conservation to support the delivery of the Camden Nature Corridor;
8. rationalise parking on-site in line with Policy T5 (Parking and Car Free development). Where existing residents parking is reprovided, this should be located to minimise car movements within the site, and be designed to allow for repurposing when no longer required;
9. address the lack of private amenity space and cycle parking facilities identified by residents;
10. be designed to respect the sensitive heritage constraints, including the strategic view from Parliament Hill, as well as the nearby West Kentish Town and Inkerman Conservation Areas, and nearby listed buildings; and
11. seek to retain existing trees where possible.

The Camden Building Heights Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 40m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, 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 C13

## West Kentish Town Estate

### Infrastructure Requirements

Development must:

12. contribute towards the delivery of new pedestrian and cycle routes to provide a direct link to Kentish Town high street and station and better link Queens Crescent with Talacre town Green, Gospel Oak station and Lismore Circus; and
13. contribute towards improvements to local open spaces. It should explore making provision for a hierarchy of open spaces including public, semi-public and private spaces with clear thresholds between them, and explore opportunities to integrate play within the development sites. New and refurbished spaces should provide opportunities for a greater range of users by being welcoming and inclusive for all.

### Other Considerations

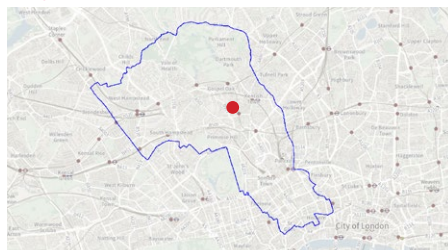
- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Applicants will be expected to liaise with 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 a detailed drainage strategy may be required.
- 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).
- Applicants should refer to Better Homes for Local People - the Mayor's Good Practice Guide to Estate Regeneration.
- Part of the site is within a viewing corridor identified in the London View Management Framework SPG.



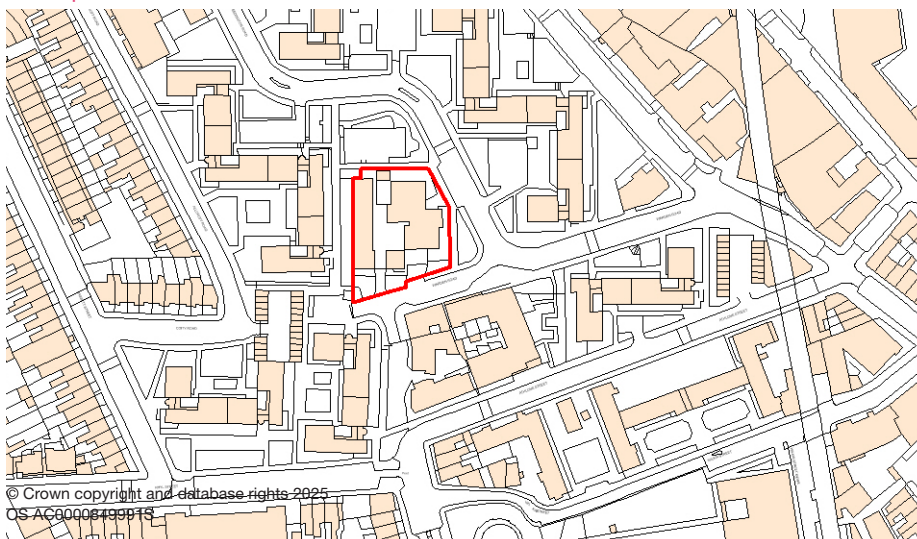
# Allocation C14

## Hawkridge House, Warden Road

Key plan



Site plan



<b>Address</b>	Hawkridge House, Warden Road, London, NW5 4SA
<b>Area</b>	0.19 hectares
<b>Allocated Use</b>	Student accommodation
<b>Indicative Housing Capacity</b>	19 additional student units
<b>Description of Existing Site</b>	The site comprises 216 student units in a part 10, part 15 storey tower and 2 storey annex buildings, located on the western and southwestern boundaries of the site. The site is bounded by Warden Road to the south, which provides the main access to the site, and Weedington Road to the east. To the north is a multi-use games area. The site is adjacent to the West Kentish Town Estate, which is identified for regeneration by the Council and also allocated in this Local Plan (Allocation C13).

### Context

- The buildings were most recently used as student accommodation for postgraduates of University College London. However, the buildings have been vacant since 2020.
- The Gospel Oak and Haverstock Community Vision was adopted by the Council as supplementary planning document in November 2022. It sets out the community's vision for the future of this area. Regard should be had to the Vision when taking forward the development of this site.
- The Camden Building Heights Study notes that the existing tall building on the site is 44.9m. Site Allocation C13, which is adjacent to this site, is identified as a location where tall buildings may be an appropriate form of development, with 12m - 40m considered the potentially appropriate height range.

# Allocation C14

Hawkridge House, Warden Road

## Development and Design Principles

Development must:

1. provide additional student accommodation in accordance with Policy H9 (Student Accommodation);
2. ensure the design and layout of the scheme gives careful consideration to its relationship with the adjacent West Kentish Town estate and its regeneration;
3. be taken forward in a coordinated way, working jointly with other landowners and neighbouring sites. The Council will resist schemes that prejudice future development and design quality across the wider area;
4. seek to improve the visual relationship with the street frontage to enhance the street scene;
5. explore opportunities to increase green amenity spaces between the buildings on site;
6. retain the existing tree and provide additional trees and vegetation, in accordance with Policy NE3 (Tree Protection and Planting); and
7. remove existing car parking in line with this Plan's car-free approach.

## Infrastructure Requirements

Development must:

8. contribute towards the delivery of a new and improved pedestrian and cycle route to better link Queen's Crescent and Talacre Town Green, Gospel Oak Station and Lismore Circus; and
9. contribute towards the delivery of the Camden Nature Corridor.

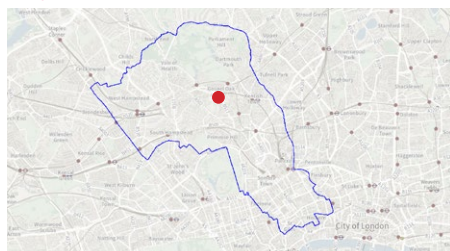
## Other Considerations

- Part of the site is within a viewing corridor set out in the London View Management Framework SPG.
- 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).

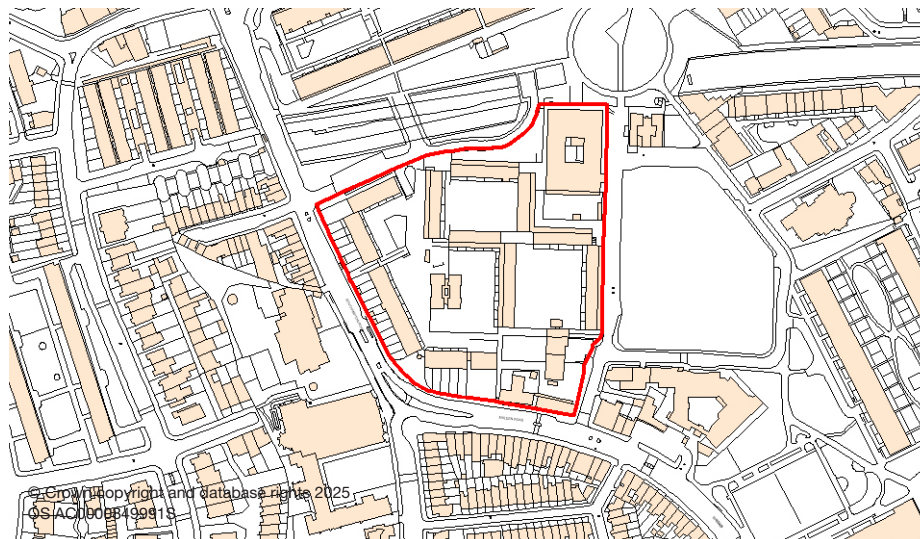
# Allocation C15

## Wendling Estate and St Stephens Close

Key plan



Site plan



<b>Address</b>	Wendling Estate and St Stephens Close, NW5
<b>Area</b>	2.3 hectares
<b>Allocated Use</b>	Permanent self-contained homes, health and community facilities
<b>Indicative Housing Capacity</b>	509 additional self-contained homes
<b>Description of Existing Site</b>	<p>The site provides 241 existing homes in three and four-storey blocks, which are divided into flats and maisonettes, and one block of 10 storeys divided into one bedroom flats.</p> <p>It is an inward-facing, deck-access estate. Streets surrounding the estate are faced by garages or back gardens, and entrances to the estate can be perceived as unwelcoming for visitors. The Wendling estate includes a nursery and health centre. St Martin's Church in proximity to the site is Grade I listed to the east and the Roman Catholic Priory Church of St, Dominics to the southwest of the site is Grade II* listed.</p>

### Context

- The Gospel Oak and Haverstock Community Vision sets out the community's vision for the future of this area. The Council adopted the Gospel Oak and Haverstock Community Vision in November 2022 as a Supplementary Planning Document. Regard should be had to the Vision when taking forward the development of this site.
- The Council is preparing development proposals for Wendling Estate and St Stephens Close. This will involve the redevelopment of all existing buildings as part of a comprehensive regeneration scheme. The Council undertook a ballot of residents in summer 2021. Residents voted in favour of the proposals based on a comprehensive redevelopment.
- The Council's priority for this site is the re-provision of existing homes to meet modern standards and the housing needs of residents.
- The site is adjacent to but not with the Mansfield and Parkhill Conservation Areas.

# Allocation C15

## Wendling Estate and St Stephens Close

### Development and Design Principles

Development must:

1. deliver regeneration benefits for the wider community that help to address the local priorities set out within the Gospel Oak and Haverstock Community Vision;
2. reprovide existing homes to meet modern standards, ensuring no net loss of social housing and maximise the delivery of additional affordable homes;
3. 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;
4. be undertaken in phases to ensure disruption to residents is minimised. This should be set out in a housing phasing plan submitted with any planning application for the site. Where possible estate residents should only be asked to move home once, with early phases of development being prioritised for decant housing, prior to large scale demolition of existing homes;
5. seek to provide active frontages and uses that engage with the street and improve the frontage to Malden Road and Southampton Road;
6. rationalise parking on-site in line with Policy T5 (Parking and Car Free development). Where existing residents parking is reprovided, this should be located to minimise car movements within the site, and be designed to allow for repurposing when no longer required;
7. be designed to promote safety and security in accordance with Policy A2 (Safety and Security). Any new development should maximise opportunities for the activation of the ground floor via front doors that face public streets and routes or public uses, ensuring clear sightlines and active surveillance and with a clearly defined hierarchy of spaces;
8. be designed to be sensitive to the surrounding townscape including the nearby Parkhill and Mansfield conservation areas and consider any impacts on the setting of the Grade II\* St Dominic's Priory; and
9. seek to retain existing trees where possible.

The Camden Building Height Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m – 40m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, 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 C15

## Wendling Estate and St Stephens Close

### Infrastructure Requirements

Development must:

10. improve pedestrian and cycle permeability, ease of access and accessibility across the site;
11. explore the opportunity of providing a new route for pedestrians and cyclists, connecting Lismore Circus to St. Dominic's Priory;
12. explore the re-provision and enhancement of health and community facilities with partners to ensure no net loss in provision. If not re-provided as part of the estate, they should be provided elsewhere in the locality, preferably on sites within the Queen's Crescent neighbourhood centre;
13. contribute to the delivery of enhancements to Lismore Circus open space to make the space safer and more attractive to a wider range of age groups; and
14. explore opportunities arising from the regeneration of Bacton Low Rise to create new east to west routes and improve the estate's connectivity with the surrounding streets.

### Other Considerations

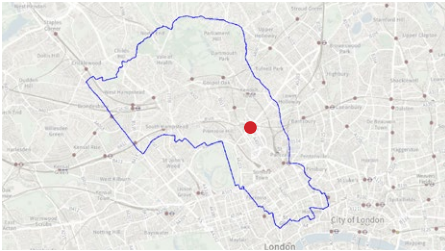
- A Flood Risk Assessment will be required in accordance with Policy CC10 (Flood Risk), as the site is within an area identified by the Council as being at risk of flooding. Recommendations in the Flood Risk Assessment will be secured by planning condition.
- Applicants will be expected to liaise with 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 a detailed drainage strategy may be required.
- 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).
- Applicants should refer to the Mayor's Good Practice Guide to Estate Regeneration.
- Part of the site is within a viewing corridor identified in the London View Management Framework SPG.



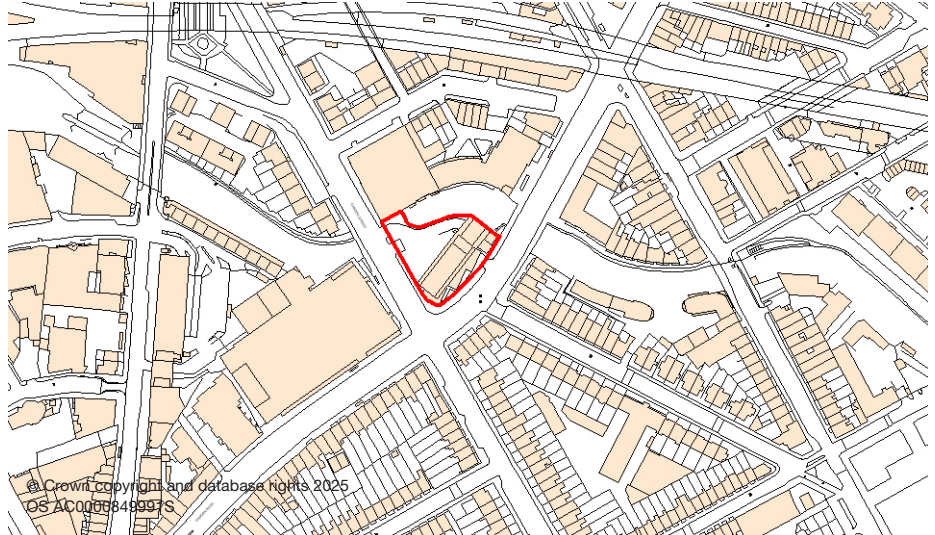
# Allocation C16

## Shirley House

Key plan



Site plan



<b>Address</b>	Shirley House; 25 -27 Camden Road
<b>Area</b>	0.18 hectare
<b>Allocated Use</b>	Student accommodation
<b>Indicative Housing Capacity</b>	197 student units
<b>Description of Existing Site</b>	Shirley House is a 7-storey office building on the corner of Camden Road and Camden Street, adjacent to the Regent's Canal. It is occupied by the British Transport Police headquarters with car parking at ground floor and basement levels. Between the building and the Canal is a yard used for parking and servicing.

### Context

- The site is within the Regent's Canal Conservation Area.
- The Regent's Canal Conservation Area Appraisal identifies the existing office building as having a negative impact on the townscape, due to its undistinguished architectural quality, poor relationship with the Canal and effect in obscuring views of the listed Camden Bridge.

# Allocation C16

## Shirley House

### Development and Design Principles

Development must:

1. support the delivery of student accommodation in accordance with Policy H9 (Student Accommodation);
2. ensure the design, layout and orientation of development positively relates to the Canal and local character;
3. Seek to improve the visual relationship with the street frontage to enhance the street scene, provide activity and natural surveillance;
4. contribute to improvements in the biodiversity of the Canal, which is designated as a Site of Importance for Nature Conservation; and
5. explore opportunities to 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.

### Infrastructure Requirements

Development must:

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

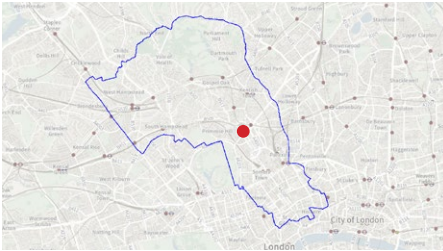
### Other Considerations

- The 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 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.
- There is a critical trunk sewer running through this site which would need to be appropriately considered through the planning and design stage.

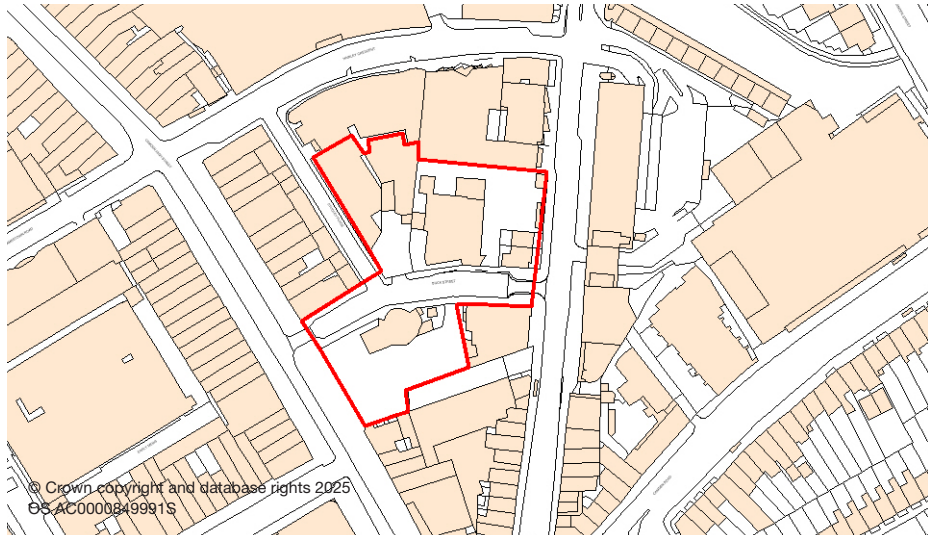
# Allocation C17

## Camden Town over station development

Key plan



Site plan



<b>Area</b>	0.5 hectares
<b>Allocated Use</b>	Permanent self-contained homes and student accommodation, employment uses (including maker spaces, creative industries and offices), retail, and food and drink uses (on the ground level)
<b>Indicative Housing Capacity</b>	58 additional self-contained homes
<b>Description of Existing Site</b>	The Camden Town over-station development site is located in the heart of Camden Town. Transport for London (TfL) have acquired land to facilitate construction work associated with the station capacity project and to ensure the existing station entrance can stay open. The site includes 5-7 Buck Street which formerly served as an auction house and has more recently served as temporary affordable workspace for young entrepreneurs. The former Hawley Wharf infant school building was vacated in 2016, when the school relocated and has also been in temporary use. The Buck Street Market site fronting on to Camden High Road is currently used as a temporary box park market and food and drink premises. There is an existing ventilation shaft for the underground lines on part of the site adjacent to Buck Street; this would not be required for future upgrades to the station.

# Allocation C17

## Camden Town over station development

### Context

- Transport for London (TfL) have ambitions to upgrade station capacity at Camden Town Underground Station and this remains a TfL ambition within the Plan period, however sufficient funding needs to be secured.
- Subject to funding being secured, delivery of the station capacity upgrade and a new station entrance will be contingent on a Transport and Works Act Order being confirmed by the Secretary of State, and therefore planning permission for these works is not required. The over-station development will, however, require a planning application to be submitted.
- The Council will expect landowners and developers to take a collaborative approach, working across site boundaries, to ensure a well-designed and successfully implemented scheme. A shared site agreement should be agreed between the main contractor for the station capacity project and the developer responsible for the construction works above the station, to ensure impacts on TfL's assets are appropriately assessed.

### Development and Design Principles

Development must:

1. be designed to deliver a mixed use development incorporating a new station entrance and ancillary supporting facilities for the station, permanent self-contained homes, and employment uses, including retail along the Buck Street and Kentish Town Road frontages;
2. optimise the delivery of permanent self-contained homes in accordance with Policy H1 (Maximising Housing Supply). Where student accommodation is proposed this should be in accordance with Policy H9 (Purpose-built Student Accommodation);
3. 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);
4. provide a range of employment uses, giving consideration to existing uses and activities that have an established and growing presence in Camden Town, including premises for use by creative and cultural businesses, light industrial workshops, co-working space and space suitable for small and medium sized businesses;
5. not cause harm to the continuing operation of uses on nearby sites including the Electric Ballroom;

# Allocation C17

## Camden Town over station development

6. be designed to provide active frontages that engage with the street along Camden High Street, Buck Street and Kentish Town Road, with a continuous building line established along Buck Street;
7. include noise mitigation measures to ensure that the ability of existing premises to operate effectively is not adversely affected in line with the agent of change principle, in accordance with Policy A4 (Noise and Vibration);
8. be designed in a way that gives careful consideration to the design and layout of the residential accommodation, given its proximity to the station entrance and the levels of pedestrian activity that are anticipated when the station is operational;
9. provide a range of retail unit sizes, appropriate to the context of Camden Town's retail role and function and the size and location of this site;
10. respond positively and sensitively to local context and character in accordance with Policy D1 (Achieving Design Excellence) and be designed to achieve a positive relationship with the Camden Town Conservation Area and Regent's Canal Conservation Area. This is likely to involve a transition in height and scale across the site from the more intimate, low-rise nature of Stucley Place to Kentish Town Road, which is generally lined by buildings of 4-5 storeys south of Hawley Crescent;
11. explore the creation of a new civic space in front of the station entrance to create a strong 'sense of arrival' as people emerge from the station;
12. improve the street environment in this area, particularly along Buck Street, to ensure that it is easy and safe to move through, inclusive, and accessible for all, to meet the needs of all residents, particularly people using wheelchairs and people with physical disabilities. The provision of wider pavements along Buck Street and accessible signage for visitors and tourists could assist with this;
13. incorporate appropriate acoustic measures to address noise from the evening and night-time operation of the station; the movement of people through the area; and the residual transmission of noise and vibration from the underground station and platforms; and
14. be designed to work effectively alongside Transport for London's existing, enhanced or new infrastructure.



# Allocation C17

## Camden Town over station development

### Infrastructure Requirements

Development must:

15. provide step-free access to Camden Town underground station;
16. contribute to public realm improvements in the surrounding area. Priorities include the widening of pavements; protecting and enhancing cycle lanes; the delivery of urban greening measures, including tree planting; seating and signage;
17. explore opportunities for decentralised heating and cooling (including the ability of the Underground station to supply development above ground); and
18. Contribute towards improvements at Inverness Street Market.

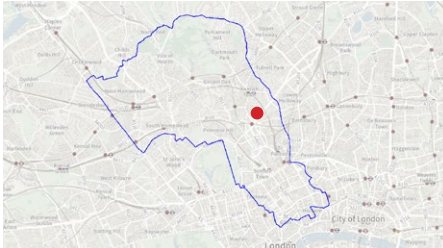
### Other Considerations

- The Council may seek to use planning conditions to ensure the long term retention of employment floorspace within Use Class E from conversion to other town centre uses.
- 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 Hawley Wharf school building is on the Council's Local List due to its architectural and townscape significance. The auction house/piano factory (5-7 Buck Street), while not having any formal heritage status, is recognised as having merit in conservation and design terms. Demolition of these buildings may not require planning permission where such works are confirmed by the Secretary of State through a Transport and Works Act Order. However, the existing quality of the buildings, their heritage value, their embodied carbon, and the uses they support, should inform development requiring consent from the local planning authority and the loss of these buildings is unlikely to be acceptable without the station works coming forward on this site.
- 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.

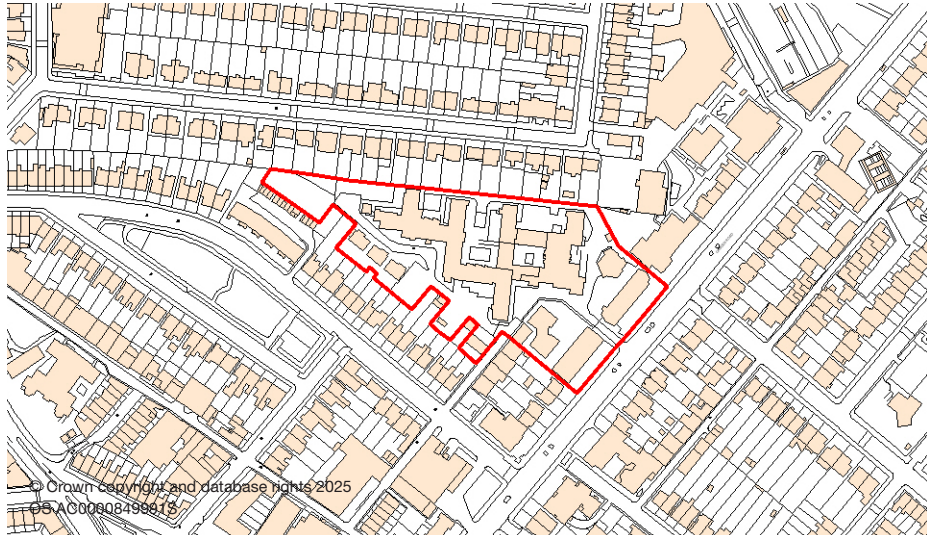
# Allocation C18

UCL Camden Campus; 109 Camden Road

Key plan



Site plan



<b>Address</b>	109 Camden Road, London, NW1 9HZ
<b>Area</b>	1.52 hectares
<b>Allocated Use</b>	Student accommodation
<b>Indicative Housing Capacity</b>	180 additional student units
<b>Description of Existing Site</b>	<p>This is a triangular site to the rear of properties along Bartholomew Road (north) and Rochester Road (south) and bounded to the east by Camden Road. There are two access points to the site: one from Camden Road, along the south-eastern boundary, and the other from Rochester Mews to the south. The site is gated and there is no public access through it. The site largely comprises student accommodation (714 existing rooms) for UCL students in several separate buildings with a reception area and communal areas for students.</p>

## Context

- Part of the south of the site is within the Rochester Conservation Area.
- The site is adjacent to the Kentish Town Neighbourhood Plan area to the north.

# Allocation C18

UCL Camden Campus; 109 Camden Road

## Development and Design Principles

Development must:

1. support the delivery of student accommodation in accordance with Policy H9 (Purpose-built Student Accommodation);
2. be designed to ensure that any proposed increase in height is focussed in the central part of the site, to reduce the impact on the surrounding area and adjacent heritage assets;
3. protect existing open space on the site and ensure that new and /or enhanced open space is provided in accordance with Policy SC4 (Open Space). As part of this, development should explore opportunities to increase green amenity spaces between the buildings on site; retain the existing trees and provide additional trees and vegetation, in accordance with Policy NE3 (Tree Protection and Planting); and
4. protect the existing allotments and food growing on site in accordance with Policy SC5 (Food Growing).

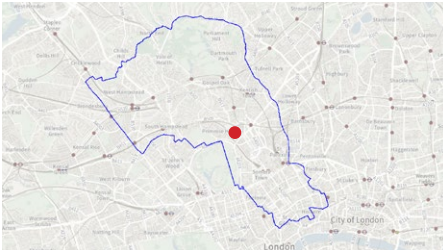
## Other Considerations

- The indicative 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).
- 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 a detailed drainage strategy may be required.
- 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.
- Part of the site is also within a viewing corridor identified in the London View Management Framework SPG.

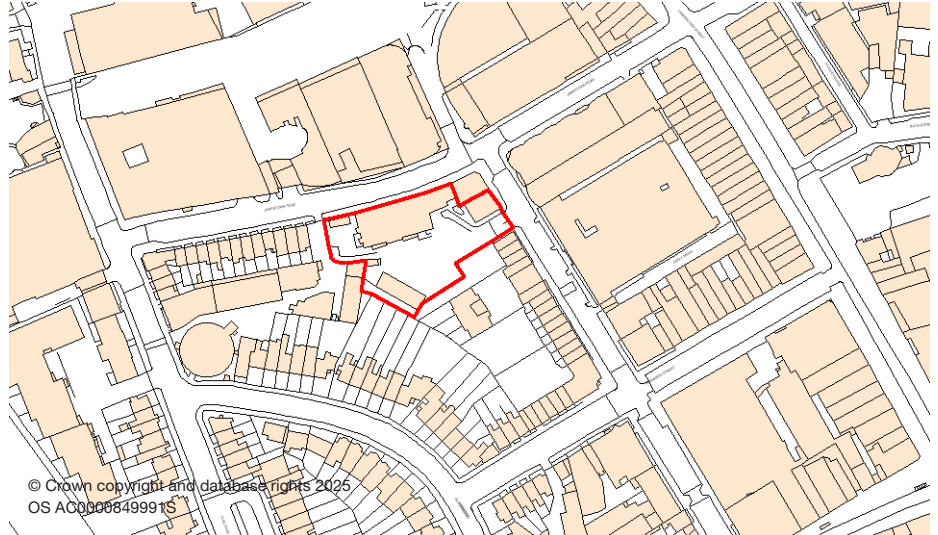
# Allocation C19

## Arlington Road former depot site

Key plan



Site plan



<b>Address</b>	211 Arlington Road, London, NW1 7HD and 33-35 Jamestown Road, NW1 7DB
<b>Area</b>	0.26 hectares
<b>Allocated Use</b>	Employment and permanent self-contained homes
<b>Indicative Housing Capacity</b>	63 additional self-contained homes
<b>Description of Existing Site</b>	The site is located on the corner of Arlington Road and Jamestown Road. The site is located immediately adjacent to Camden Town town centre.

### Context

- The site was previously used by Camden Council as offices and a base for its street cleaning services.
- The depot buildings are generally low rise and have a functional appearance, commensurate with the former uses.

# Allocation C19

## Arlington Road former depot site

### Development and Design Principles

Development must:

1. optimise the delivery of permanent self-contained homes in accordance with Policy H1 (Maximising Housing Supply). Where student accommodation is proposed this should be in accordance with Policy H9 (Purpose-built Student Accommodation);
2. be designed to ensure that the operation of future employment uses on the site are not compromised by the introduction of housing;
3. explore opportunities to create a more active and engaging street frontage along Arlington Road and Jamestown Road;
4. ensure it relates successfully to the existing public house on the corner of Arlington Road / Jamestown Road, which is a locally listed building, and avoid any adverse impact on its continuing operation;
5. be designed giving careful consideration to scale and massing due to the potential impact on designated conservation areas nearby and neighbouring occupiers; and
6. maximise the potential for urban greening, including new tree planting.

### 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).



**4.13** The following table identifies further site allocations in the central area of the borough, all of which are either already subject to planning permission, or delivering 10 homes or less, and sets out key considerations for each site.

Table 5 | Further site allocations in Central Camden

Site Reference	Address	Allocated uses	Indicative Housing capacity	Key Considerations
C20	Highgate Centre, Highgate Road	Permanent self-contained homes, community use	47	Planning permission 2013/5947/P, dated 18/06/2014 (as amended by 2015/3151/P, 2016/0936/P, 2017/0363/P, 2017/0518/P and 2021/5384/P was approved and is under construction
C21	Grand Union House, 18 –20 Kentish Town Road	Employment (office), retail (ground floor) and permanent self-contained homes	6	The Council has resolved to grant planning permission (2021/0911/P) for 4000 sq m additional employment space and 6 homes. If this scheme does not come forward, then a contribution to the delivery of additional housing will be expected having regard to relevant Local Plan policies including Policy H2.
C22	Heybridge garages, Hadley Street	Permanent self-contained homes	10	Planning permission has been granted (2023/3595/P) for the demolition of the car parking podium to facilitate the delivery of new homes as part of the Council's small sites programme.

Table 5 (continued) | Further site allocations in Central Camden

Site Reference	Address	Allocated uses	Indicative Housing capacity	Key Considerations
C23	Bacton Low Rise, Haverstock Road	Permanent self-contained homes	148	Planning permissions (2012/6338/P dated 25/04/2013 (as amended by planning permissions 2014/3633/P, 2015/1189/P and 2016/5358/P) approved 314 homes in total. Phase 1 delivered 166 new and replacement homes. The Camden Building Heights Study identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 40m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, 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.
C24	52 - 54 Avenue Road	Permanent self-contained homes	12	Planning permission (2022/1863/P) granted with the delivery of 8 additional homes off-site at Canfield Place secured through a planning obligation.
C25	5-17 Haverstock Hill (Eton garages)	Permanent self-contained homes, retail uses	77	Planning permission 2016/3975/P has been granted and implemented as confirmed by 2021/3268/P certificate of lawfulness.
C26	160 Malden Road	Permanent self-contained homes, ground floor office	15	Planning permission (2024/1193/P) has been granted subject to signing a S106 agreement.
C27	Land adjacent to Constable House, Adelaide Road	Gypsy and Traveller accommodation		Gypsy and Traveller accommodation should be provided in accordance with Policy H11 (Accommodation for Travellers).