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# KENTISH TOWN PLANNING FRAMEWORK

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NOVEMBER 2019

# FINAL DRAFT





# The framework area



TUFNELL  
PARK



GOSPEL  
OAK



KENTISH  
TOWN



KENTISH  
TOWN  
WEST

Mansfield Road

Gordon House Road

Highgate Road

Fortess Road

Leighton Road

Regis Road

Queen's Crescent

Grafton Road

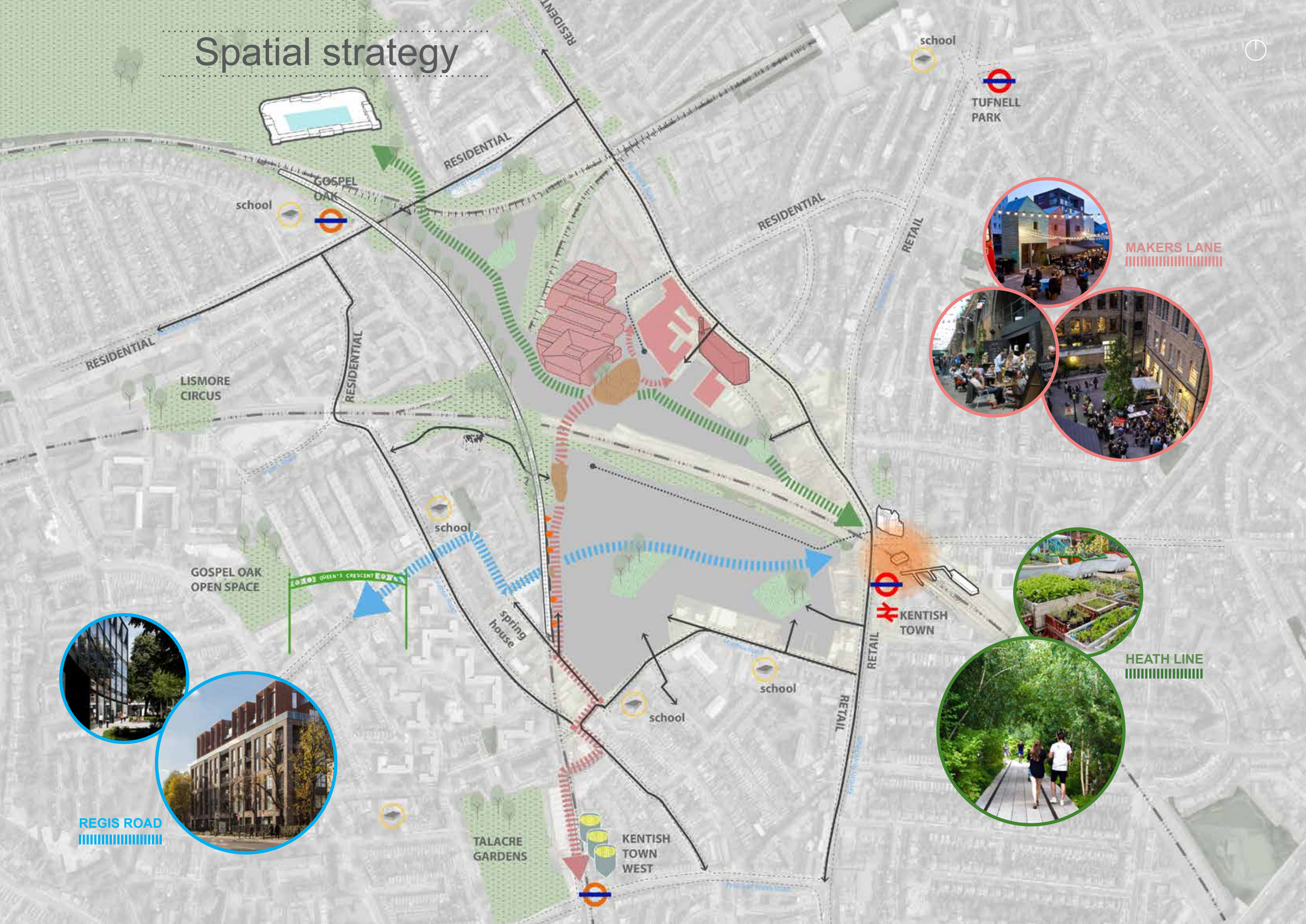
Kentish Town Road

Malden Road

Prince of Wales Road



# Spatial strategy



MAKERS LANE  
|||||



HEATH LINE  
|||||



REGIS ROAD  
|||||



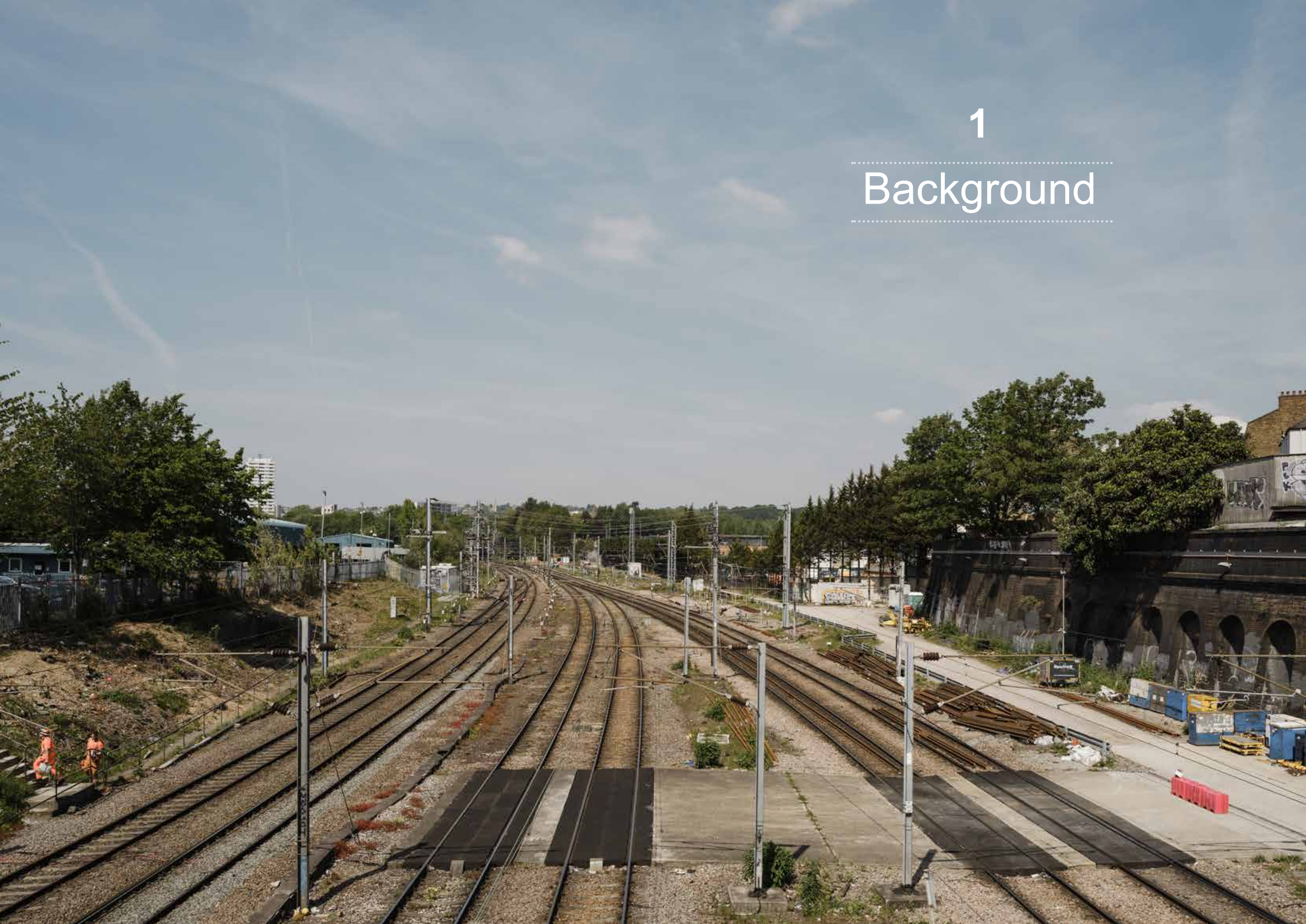
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Document prepared by Camden's Placeshaping team  
 Cover image: Tim Crocker, 2019



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Background





# Introduction

## The opportunity

The development areas in Kentish Town present an exceptional opportunity that could generate significant regeneration and growth benefits for this important part of inner London. Currently characterised by low density industrial and warehouse uses, there is scope for significant intensification to deliver a substantial increase in jobs and homes, new public open space and community facilities as part of an innovative mixed-use neighbourhood.

Camden is experiencing significant change and population growth and has an identified need for 16,800 additional homes, 695,000sqm of office floor space and c30,000sqm of retail floor space by 2031. To meet these huge pressures, the Council's objective is to create the conditions for sustainable growth that delivers opportunities and benefits for our residents and businesses.

Major landowner Murphy is looking to bring forward development proposals for their site and have commenced public engagement with the community. The Local Plan has designated the area south of the railway as the Kentish Town Growth Area. These areas are expected to make a substantial contribution towards meeting the identified need for additional housing and jobs.

With significant redevelopment and change likely to take place in the area in the coming years, the London Borough of Camden wants to ensure a strategic and coordinated approach is taken to deliver the best outcomes for our communities. To support this, the Council has prepared the Draft Kentish Town Planning Framework.

## What is a planning framework?

A planning framework is a planning document that guides development of an area where change is anticipated. It is not planning policy and it does not make development happen, but is designed to influence and guide development when it comes forward.

The London Borough of Camden's development plan sets out the planning policies for the borough. Proposals for development are considered against the policies in the development plan

It is intended that the Kentish Town Planning Framework will be adopted as a Supplementary Planning Document (SPD). SPDs support the development plan by providing additional advice and guidance about how its policies will be applied on particular topics or in specific areas of the borough.

The Kentish Town Planning Framework sets out a vision and strategy to guide future development within the Kentish Town area. The framework is a 'material consideration' when assessing planning applications and in decision-making.

## Camden 2025

The Council has worked with the community to create a new borough wide vision for Camden in 2025. The Camden Plan sets out how we will seek to achieve the Camden 2025 ambitions. At the heart of the plan is the objective of working together to make Camden a better borough – a place where everyone has a chance to succeed, where nobody gets left behind, and where everybody has a voice. The Camden Plan forms one of the key foundations of the framework. More information about Camden 2025 and the Camden Plan can be found on the Council website at [www.camden.gov.uk/2025](http://www.camden.gov.uk/2025).

## Supporting documents

There are a number of documents that support the framework and form its evidence base. These documents are available on the Kentish Town Planning Framework webpage and include the following:

- Public Consultation Feedback Summary, March 2019
- Public Engagement Feedback Summary, June 2018
- Site Analysis, February 2018
- Kentish Town Access Study, Velocity, 2019
- Kentish Town Infrastructure Study, 2019
- Future Transport Context Report, TfL, June 2019





# Policy context

There are several national, regional and local planning policies that form the context and drivers for this planning framework. Though not exhaustive, the principal planning context is summarised below.

## National planning policy

The NPPF (July 2019) encourages the creation of healthy places and wellbeing by encouraging developments that promote walking and cycling with significant emphasis on high quality design. The NPPF promotes the effective use of land in meeting the need for homes and other uses.

## Regional planning policy

The Draft New London Plan (Consolidated Suggested Changes Version July 2019) provides a new policy context for industrial protection and intensification. Policy E6 (Locally Significant Industrial Sites) applies to the Kentish Town Industry Area. Policy E7 (Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function) has a wider relevance.

For locally significant industrial sites such as the Kentish Town Industry Area, the new draft plan states that boroughs should be pro-active in considering intensification and/or co-location with residential. However, this approach should only be considered as part of a plan-led process or as part of a co-ordinated masterplanning process in collaboration with the GLA.

The Instector's Report of the London Plan Examination was published on 8th October 2019.

## Local planning policy: Camden's development plan

### Camden's Local Plan 2016-2031 (July 2017)

The Development Plan is a suite of documents that sets out the Council's planning policies. Proposals for development and decisions on planning applications are considered against the policies in the development plan. A key document in the development plan is the Local Plan (July 2017). Policy G1 (Delivery and Location of Growth) of the Local Plan re-designates part of the Kentish Town area from protected industrial land to the new Regis Road Growth Area.

The plan identifies the Regis Road Growth Area as a significant opportunity to deliver higher density industrial provision as part of a redevelopment scheme that will also deliver a substantial increase in homes and jobs, as well as improve movement around and through the area, reconnecting communities. The plan is explicit that redevelopment will only be considered where it is employment-led and part of a comprehensive scheme and states that a planning framework should be prepared prior to any planning application coming forward.

The area north of Regis Road remains the designated Kentish Town Industry Area. Local Plan policies E1 (Economic Development) and E2 (Employment premises and Sites) safeguard the Kentish Town Industry Area for industrial and warehouse uses. The Council will consider higher intensity redevelopment proposals for employment uses and will resist proposals that would lead to the loss of sites in Use Classes B1(b), B1(c), B2 and B8 and similar sui generis. Other priority uses such as residential could form part of proposals provided that they would not prejudice the successful operation of businesses.

## Camden's Site Allocations Plan

The Site Allocations Plan, sets out the Council's approach to future development on significant sites across the borough and also forms part of the Development Plan. Camden is in the process of updating the Site Allocations Plan which will include specific allocations for a number of key sites within the Kentish Town Planning Framework Area. The draft Site Allocations Plan was approved by Cabinet on 13th November 2019 and consultation will take place in early 2020.

## Neighbourhood Plans

Neighbourhood Plans also form part of the development plan but are prepared by the community through neighbourhood forums.

There are two active neighbourhood forums in this area, the Kentish Town Neighbourhood Forum (KTNF) and the Dartmouth Park Neighbourhood Forum (DPNF), each covering part of the framework area.

The Kentish Town Neighbourhood Plan was adopted in September 2016. It identifies the

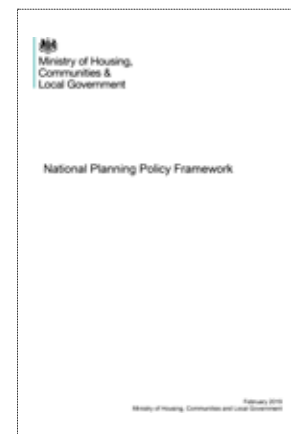
Kentish Town Potential Development Area (KTPDA) in policy SP2. The plan states that the area does not feel like part of Kentish Town and seeks a comprehensive and co-ordinated approach taken to potential redevelopment. The plan highlights the protection of industrial floorspace and the need for much needed housing in Kentish Town.

DPNF submitted their draft neighbourhood plan to Camden Council in January 2019. The plan has now passed examination and will proceed to a referendum, expected to be held in December 2019.

The plan sees the Murphy site as an opportunity to enhance the Dartmouth Park area with a sensitively designed scheme for a mix of residential and business/employment units.

The Kentish Town and Dartmouth Park Neighbourhood Forums have a significant interest in the future development of the area. The Council has collaborated with both neighbourhood forums and members from both forums have contributed their time and inputs to help develop the framework.

Kentish Town Planning Framework: planning policy designations





**Other policy influences**

**Mayor's Transport Strategy, 2018**

The Mayor's Transport Strategy sets out a future for London's transport network which focuses on reducing dependency on cars in favour of active travel and public transport use.

**Camden Transport Strategy**

Camden's Transport Strategy also aims to transform transport and mobility, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The strategy sets the objectives, policies and measures for achieving this goal.

**Healthy Streets**

On top of this, TfL and the Mayor have launched the Healthy Streets Approach, which aims to improve air quality, reduce congestion and make attractive places to live, work and do business. The Healthy Streets Approach, together with Vision Zero, will combine to reshape transport in London over the next two decades.

**London Environment Strategy, May 2018**

The latest London Environment Strategy sets the aim for London to have the best air quality of any major world city by 2050 by going beyond the legal requirements to protect human health and minimise inequalities. An amendment to the 2008 Climate Change Act has also established a net zero carbon target for the UK by 2050.

**Community participation**

Public engagement and consultation has been an integral part of the development of the planning framework for Kentish Town. This has involved full public consultation and targeted engagement.

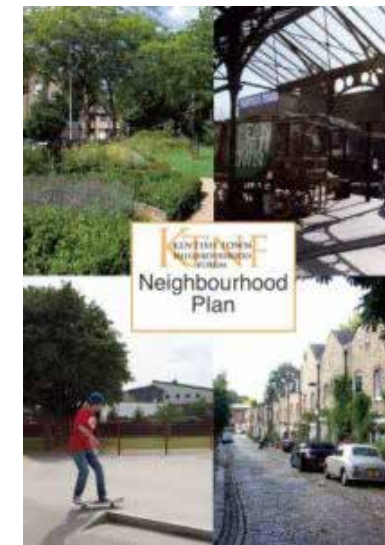
A first stage of public engagement focusing on issues and ideas was held over a four week period between the 26 February and 26 March 2018. The engagement process informed the development of the draft framework.

Additional engagement was carried out with businesses and landowners within the growth area.

A second stage of public engagement to gain feedback on the draft framework was held between 26 October and 7 December 2018.

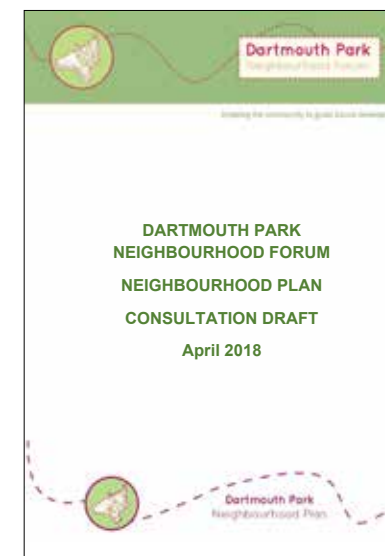
Both rounds of public consultation included drop-in events at Kentish Town Library, an online and physical questionnaire, and workshops with Kentish Town and Dartmouth Park Neighbourhood Forums. Discussions were held with businesses and landowners, written feedback from organisations and businesses was received. Workshops were held at Gospel Oak Primary School run by Camden Community Makers and an open discussion session with young people at Kentish Town Community Centre took place.

Summary reports of the public engagement and consultation is available on the Council's website.



Top: Kentish Town Neighbourhood Plan, adopted 2016

Bottom: Dartmouth Park Neighbourhood Plan, passed examination 2019



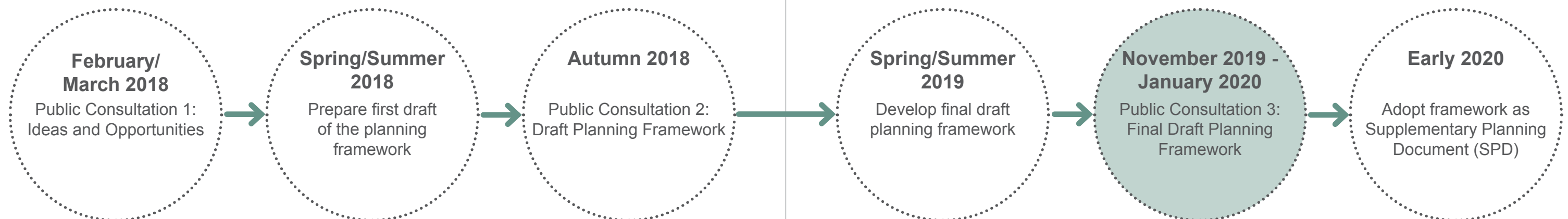
Top: Workshop with neighbourhood forums

Middle: Drop-in event at Kentish Town library

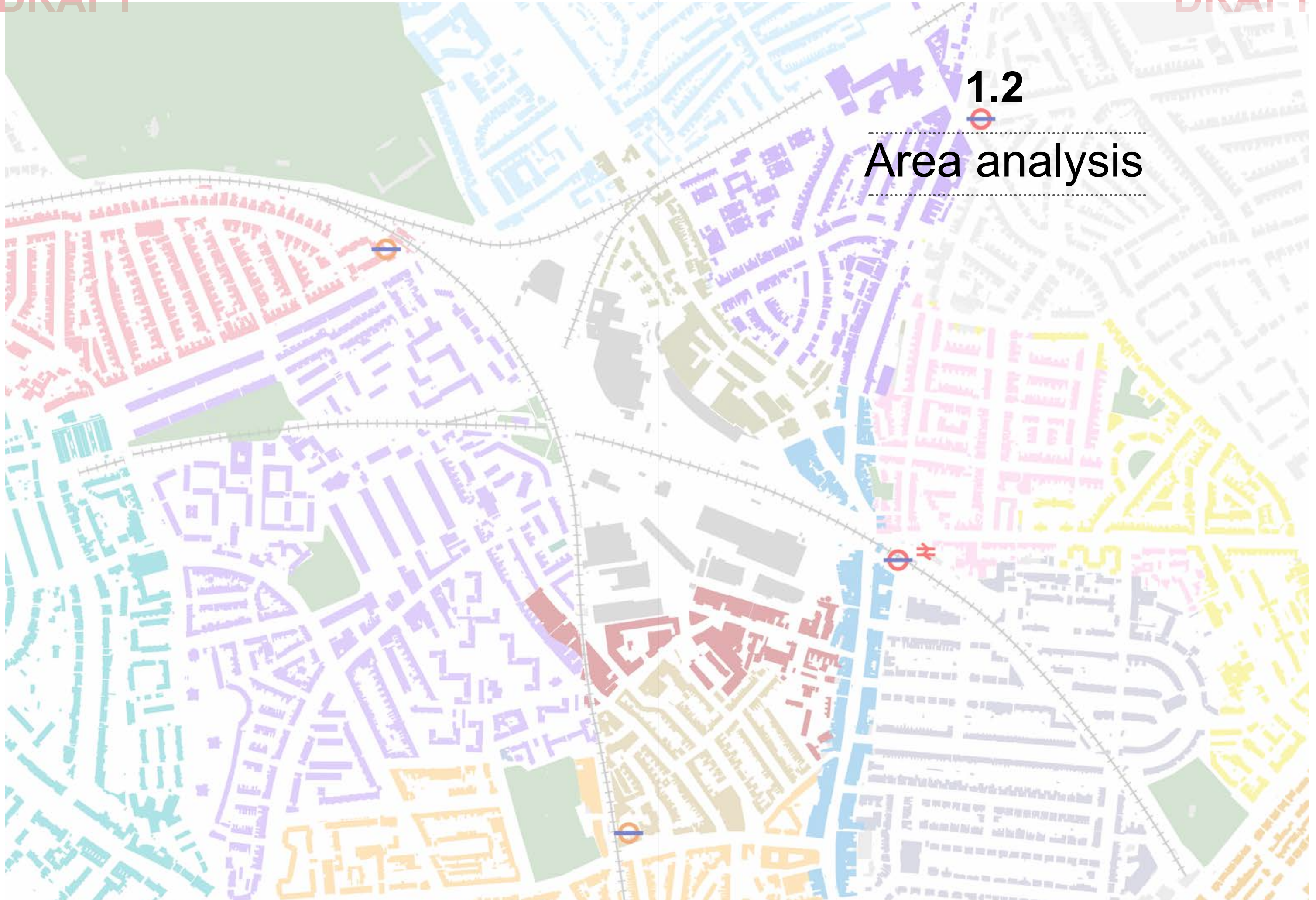
Bottom: Material from workshop at Gospel Oak Primary School run by Camden Community Makers



**Planning Framework Timeline**







1.2

Area analysis

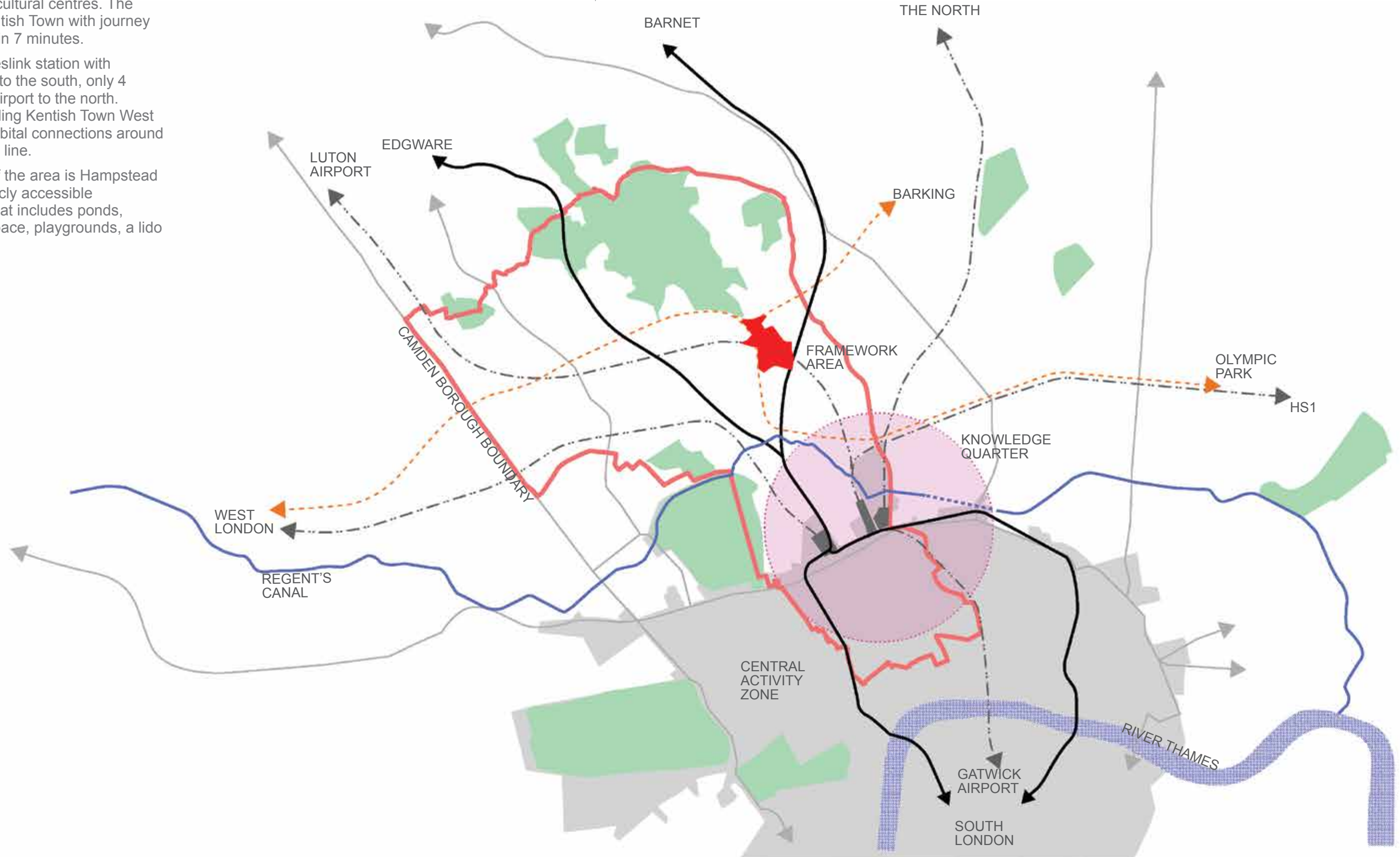


# Location

Kentish Town is in the north-east of Camden, 1.5km north of London's Central Activity Zone and 1km from the King's Cross Knowledge Quarter around King's Cross and Euston stations. The area benefits from excellent rail connections to both of these employment and cultural centres. The Northern Line stops at Kentish Town with journey times into Central London in 7 minutes.

Kentish Town has a Thameslink station with connections to St Pancras to the south, only 4 minutes away, and Luton Airport to the north. Surrounding stations including Kentish Town West and Gospel Oak provide orbital connections around London on the Overground line.

Immediately to the north of the area is Hampstead Heath: over 320ha of publicly accessible Metropolitan Open Land that includes ponds, ancient woodland, open space, playgrounds, a lido and running track.





# Development areas

Within the framework area there are two principle development areas that are expected to come forward for comprehensive redevelopment: the Regis Road Growth Area and Murphy's Yard.

Regis Road Growth Area has been designated in the Local Plan for comprehensive employment-led mixed use development.

Murphy is the main landowner and occupier of the designated industrial land to the north of the railway, and intend to redevelop their site.

## Regis Road Growth Area

The Regis Road area is bound to the north and west by railway lines, to the south by the rear of properties along Holmes Road and to the east by York Mews behind Kentish Town Road. It is virtually hidden from public view. The area is in multiple landownerships with access currently restricted to the Regis Road/Kentish Town Road junction.

The area is characterised by relatively low density industrial sheds constructed in the 1980s with large areas of yard space and surface car parking.

## Murphy's Yard

Murphy's Yard lies to the west of Highgate Road and is bounded to the north, west and south by railway lines. The northern tip of the site is directly opposite Hampstead Heath. The site is in a single land ownership with access off Gordon House Road, Sanderson Close and Greenwood Place.

There are significant level changes across the site, rising from the Midland Mainline in the south upwards to meet Hamsptead Heath. Much of the southern part of the site is over a storey below the buildings on Highgate Road.

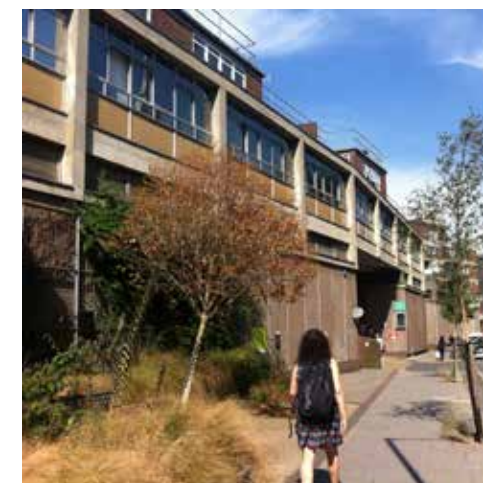
There are three locomotive sheds on the site which are locally listed. Other than these large buildings, development on the site is very low intensity. The railway lines support important biodiverse corridors and Sites of Importance for Nature Conservation. Their dense planting, particularly to the north of the site, lends a green character to an otherwise industrial area.



Murphy's Yard and headquarters

Regis Road Growth Area

- Top: Regis Road
- Far right: Murphy's Yard
- Right: Holmes Road





# History of the area

The historical development of the framework area has been shaped by three key periods: pre-railway, as a location of significant railway infrastructure and as an industrial area.

## Pre-19th Century

Prior to the introduction of the railways in Kentish Town the area was characterised by marshland and orchards. The area was part of a rural settlement to the north of London with a linear street pattern alongside the road to Highgate following the course of the River Fleet.

## 19th Century

Within a period of 25 years, from the mid 1840s to 1870, Kentish Town was transformed from a small village on the edge of London to suburban growth area with significant new rail infrastructure. The North London Line was built on a large brick viaduct above the southern end of Kentish Town in 1850; The Hampstead Junction Railway, connecting Kentish Town to Gospel Oak, was constructed in the 1860s. The Midland Railway swallowed up all of the remaining unbuilt land between Holmes Road and Highgate Road for sidings, workshops and train sheds.

A large coal depot was established in Holmes Road. Kentish Town and Camden Town became the main centre for piano making, with dozens of factories in the area.

John Sainsbury moved his business from Drury Lane to Queens Crescent in 1872 and set up one of the first Sainsbury's stores on the street.

## 20th Century

By the early twentieth century, the rail sidings began to retract. The Kentish Town Forum was constructed in 1934, originally as an Art Deco cinema and later as the a live music venue. It has hosted many famous acts including Van Morrison, David Bowie, James Brown, and Nina Simone.

A combination of overcrowding and severe bomb damage during the blitz led to the Council building significant number of new homes to the west of the framework area around Gospel Oak.

It wasn't until the 1980s that the new businesses and industry moved into Regis Road and formed the Kentish Town Business Park. Murphy established its headquarters to the north of the Midland Railway behind Highgate Road in 1984 and still remains there today.



© 2007 - 53A Models of Hull Collection (Alan Whitehead) LMS Patriot 4-6-0 No 5958 (later 5513) at Kentish Town - c. 1933

1200

**13th century** The early settlement of Kentish Town established around the High Street and followed the course of the River Fleet. The road was an important route and various inns served travellers between London and the north.



THE CASTLE TAVERN



BULL AND LAST, HIGHGATE ROAD

1800



1823

**18th Century** The pollution of the Fleet River became an increasing problem and the river was gradually covered over. It still flows under the area today.



1869

**1840s-1870** Kentish Town was transformed from a rural settlement to a London suburb and a significant amount of railway infrastructure developed in the area.



**1860** The construction of the Hampstead Junction Railway connecting Kentish Town to Gospel Oak. The Midland Railway swallowed up all of the unbuilt land between Holmes Road and Highgate Road for sidings, workshops and train sheds.

**1864** The Harrison Estate was bought for goods, coal station, carriage sidings and engine sheds.



1900

**1934** The Forum built and used as a cinema.



**1972** Kentish Town City Farm established

**1880s** A large coal depot was established in Holmes Road. Kentish Town and Camden Town became the main centre for piano making, with dozens of factories in the area.

**1980s** Kentish Town Business Park established on Regis Road and Murphy located their headquarters to the rear of Highgate Road.



2018







# Communities

## Diverse and active communities

The communities in and around Kentish Town are diverse and active with a strong sense of pride in the area. This is demonstrated through the commitment of the two neighbourhood forums, the wide range of active community groups and organisations, and local street fairs and festivals that bring the communities together.

There are several voluntary sector groups close by, outside of the framework area, providing services to young people. These include Kentish Town City Farm, Gospel Oak Action Link, Kentish Town Community Centre and Thanet Community Centre.

Top left: Queen's Crescent market  
 Top right: Community groups at Alma Street Summer Fair;  
 Bottom left: Community gardening, Kentish Town Station;  
 Bottom right: Kentish Town City Farm



## Socio economic context

There are some significant economic and social disparities within the wards surrounding the framework area with some of Camden and England's most deprived areas alongside areas of prosperity. Development provides an opportunity to seek to address these inequalities and to provide opportunities for neighbouring communities.

These socioeconomic disparities can impact on the life chances of young residents. Communities in Kentish Town have expressed concern that there are not enough local provisions for young people. In addition there have been a number of incidents involving young people in Kentish Town, which has affected families and left communities of all ages feeling unsafe. A borough-wide youth task force was set up in December 2017 and has involved participation from local people in Kentish Town to see what more can be done to keep young people safe.



## Neighbouring Gospel Oak

Immediately to the west of the framework area is Gospel Oak, a predominantly residential area comprised of six Council-owned estates. Gospel Oak has been identified as an investment priority area due to high levels of relative deprivation and significant housing challenges. Through engagement with local residents, businesses and community groups the following priorities have been identified for Gospel Oak and Haverstock: Invest in housing; Community Safety; Getting about; Jobs and enterprise; Improve open space; Community provision; and Improvements to Queen's Crescent.

The Council has delivered 72 new high quality affordable homes at the award-winning Cherry Court and has planning permission for a further 265 homes at Bacton phase 2.

During 2018 and 2019 conversations about regeneration options took place with the residents of Wendling and West Kentish Town Estates that led to a Cabinet decision in July 2019 to procure design teams to take forward the redevelopment of both estates subject to a ballot of residents.

This work will begin in 2020 and plans will be developed in parallel with a wider Community Vision that will ensure appropriate infrastructure provision for this growing community and the coordination of development projects to create a cohesive and attractive place. This work will also ensure compatibility and cohesion with the Kentish Town Planning Framework.

### Gospel Oak ward

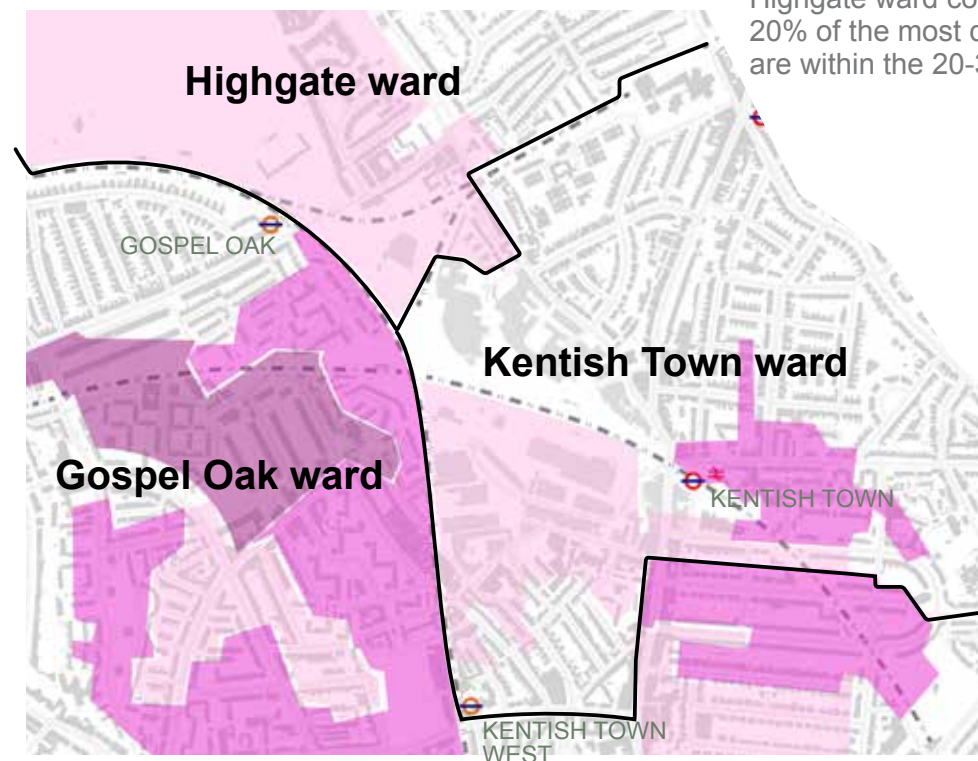
Gospel Oak contains some of the most deprived LSOAs in the country. The ward contains the first and second most deprived LSOAs in Camden which are also in the top 5% of the most deprived in England.

### Kentish Town ward

Kentish Town ward contains one LSOA that is within the 10-20% most deprived in England and one other that is within the 20-30% most deprived.

### Highgate ward

Highgate ward contains one LSOA that is within 10-20% of the most deprived in England and two that are within the 20-30% most deprived in the country.



Most deprived ward in England      Least deprived

LSOA: Lower Layer Super Output Area



# Commercial clusters

Numerous businesses operate within and adjacent to the Framework Area, forming established business clusters. Many of these businesses play a role supporting the Central Activity Zone (CAZ) and the local economy.

Research indicates that Kentish Town has a number of competitive advantages that make it an attractive location for business. This includes its proximity to Central London, public transport accessibility and an active local working population.

The business clusters that exist in the area today include Murphy's Yard, Highgate Studios, Regis Road, Spring Place and Kentish Town West. The clusters occupy a wide variety of property types that exist in the area that includes warehouses, historic locomotive sheds, small commercial, and high street buildings.



INDUSTRY / WAREHOUSING



### Murphy's Yard

Murphy's Yard is designated as an industry area within Camden's Local Plan and is under a single ownership. The site is occupied by the company's head offices and is largely covered by surface parking and yard space with a number of workshops and sheds, of which some are locally listed that offer a glimpse to the site's historical industrial use.



### Regis Road

The businesses on Regis Road represent a very different type of business to Highgate Studios. This area is comprised of largely warehouse industrial uses and businesses such as UPS, Royal Mail, BMW, and Howdens. It is characterised by low rise buildings with large footprints.

CREATIVE/MEDIA/TECHNOLOGY



### Highgate Studios

There is a cluster of businesses around the site occupying former industrial buildings including Highgate Studios, Dean House, and Highgate Business Centre. The cluster includes a variety of creative businesses from the media communications, fashion, design and manufacturing sectors. These include APL Media, Alison Brooks Architects, M&M Studio and Wild Pictures.



### Spring Studios

Spring Studios adds to the creative vibrancy of the commercial space in Kentish Town with a world-class film and photographic studio situated within a former industrial building on Spring Place.

HIGH STREET



### Kentish Town West

There is a cluster of businesses located either side of the railway viaduct including offices occupying warehouse buildings on Perren Street as well as more light industrial uses on Wilkin Street Mews such as Camden Town Brewery and Lunar Cycles.



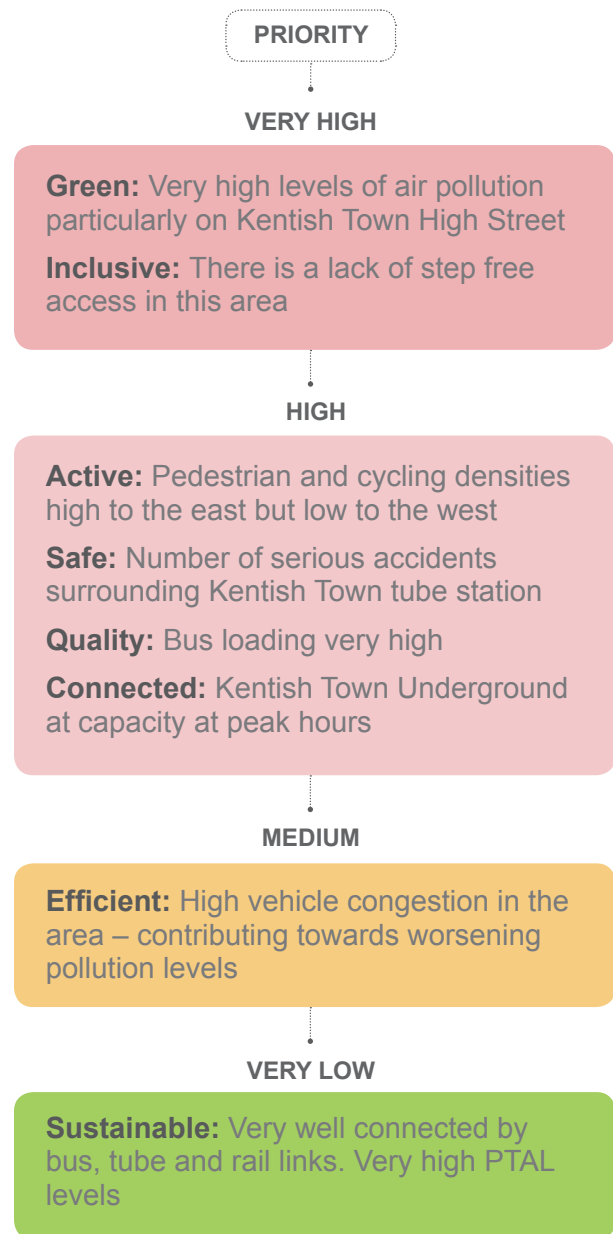
### Kentish Town Centre

The town centre comprises a mix of commercial, cultural and community businesses centred around Kentish Town Road, Highgate Road and Fortress Road. This includes community functions such as the library, shops and independent businesses serving the local population, and cultural and night time uses including the Forum and several bars and restaurants.



# Movement and transport context

A number of constraints and priorities have been identified through the Council's area-wide and transport analysis, and the Kentish Town Future Context Report (July 2019) provided by Transport for London. This area scores 'very high' or 'high' priority against a number of outcome indicators of the Mayor's Transport Strategy as shown below. *Active, green, safe, inclusive* and *quality* are therefore priorities for development in this area.



Kentish Town Future Context Report, TfL, July 2019

## Public transport

The area is extremely well served by public transport, but during peak hours there is limited capacity at Kentish Town Underground station. Crowding on Northern Line trains at Tufnell Park and Kentish Town stations is at the highest level across the network. There is some spare capacity at Gospel Oak and Kentish Town West overground stations and the Kentish Town Thameslink station, where trains to St Pancras International take four minutes. The area is also very well served by bus routes giving the site a very high accessibility rating.

## Severance

Much of the framework area is isolated from surrounding areas as a result of the rail infrastructure. Previous access points such as at Arctic Street have also been closed off resulting in no through routes across both Murphy's Yard and the Regis Road area, severing areas to the east and west.

## Cycling and walking

Pedestrian and cycle infrastructure in the area is limited despite high demand. Pedestrian access from Kentish Town towards Hampstead Heath is restricted to main roads, and much of the area is severed by the railway infrastructure.

## Vehicle usage

The highway network surrounding the development is highly congested, with delays amongst the highest in London on Gordon House Road, Highgate Road, Kentish Town Road and Prince of Wales Road. High vehicle usage and congestion, despite being very accessible via public transport, has caused some of the highest levels of air pollution in London. The number of serious accidents around the station has been identified as a high priority issue in Kentish Town.

## Access

Regis Road is the sole point of access into the Regis Road area. Pedestrian movement is prioritised, putting a limit on the junction's capacity to accommodate more vehicular traffic. Murphy's Yard has three access points although there are number of constraints, as highlighted opposite, together with the presence of sensitive uses close to, and sharing these access points. These include social-rented housing and community uses including primary schools, the church, and the Greenwood Centre, which provides services and accommodation for disabled users make access into the site a challenge for heavy goods vehicles.

## Constrained access points:



Gordon House Road

- Poor egress visibility
- High volumes of slow moving traffic in peak hours
- Two well used pedestrian crossings
- Local weight restriction



Sanderson Close

- Very narrow road width
- Tight corners
- Articulated lorries cannot access site using this junction



Greenwood Place

- Principal point of access into Murphy
- HGVs cross the centre line and disrupt traffic
- Not suitable for articulated lorries



Regis Road

- Sole access into Regis Road site
- At capacity at peak hours due to UPS
- Peak hour queuing north and southbound
- High volumes of pedestrian movement





# What the community told us...

Development of the planning framework has involved engagement and consultation with the local communities in the area. This has enabled us to explore the opportunities, collect ideas and develop the framework to reflect the community's ambitions for the area.


There were several key themes and messages from the consultation which have informed the framework's vision and strategy. The key points are highlighted here. Full details can be found within the consultation reports.



What should be the future identity of the area?



## Key messages from the community feedback

 <p><b>Overall approach</b> There was strong support for the draft framework's vision with 80% of respondents in support of the overall approach taken in the planning framework</p>	 <p><b>Employment</b> Prioritise light industrial space, workshops and studio employment uses Provide more jobs and training opportunities for local and young people</p>
 <p><b>Housing</b> Provide new housing and ensure a large proportion are genuinely affordable including social housing</p>	 <p><b>Character and design</b> Ensure development is of high quality and fits in with the surroundings</p>
 <p><b>Routes and connections</b> Strong support for walking and cycling. Fewer vehicles and less congestion in the area Improve accessibility to public transport.</p>	 <p><b>Health and wellbeing</b> Make the area greener with less pollution</p>
 <p><b>Community provision</b> Provide community provision for young people Ensure there are enough healthcare, educational and cultural provision for everyone</p>	 <p><b>Infrastructure</b> Ensure there is enough physical and social infrastructure to support any increase in numbers of people</p>



# Summary

Key factors from the area analysis and public engagement that underpin and inform the vision and strategy.



**Engaged community, supportive of new development**



**Significant scope for intensification**



**High economic inequality and disparities**



**Local and regional viewing corridors**



**Existing industrial and creative business clusters**



**Well connected inner London location close to Kentish Town centre**



**Constrained access points to both Murphy's Yard and Regis Road**



**Vehicle congestion causing poor air quality**



**Close to Hampstead Heath and community /cultural facilities**



**Lack of open spaces within the framework area**



**Physical barriers between communities**



**Limited capacity on underground**



2

Vision





# Neighbourhood vision

An innovative new neighbourhood. A richly layered and characterful place that is an exemplar for mixed-use. A place that works hard, with intensive industrial, commercial and creative activity, harmoniously provided alongside high quality homes that support a diverse local community.

Seamlessly integrated and well-connected with surrounding neighbourhoods of Kentish Town, Gospel Oak and Dartmouth Park. An environmentally friendly place, where people walk and cycle and that draws the green character of Hampstead Heath through the urban neighbourhood connecting to Kentish Town High Street.

A socially mixed place that builds on the distinctive community and character of Kentish Town, bringing residents, workers and visitors together with space and facilities to relax, play and interact enjoy cultural activities and events.

Clockwise from top left:  
 New pedestrian and cycle routes with connected green spaces, and high quality public realm; creating training and employment opportunities for local people; activation of railway arches; cultural uses and reuse of historic buildings; new high quality housing; generous areas of public space; opportunities for food growing, increased biodiversity and community initiatives





# Development objectives

Transformative redevelopment is expected to take place in the framework area. The Council requires a comprehensive approach to development, underpinned by the principles set out in this framework. In order to deliver the vision, this framework identifies a number of key development objectives.

Around 2,000 new homes



Over 3,000 new jobs and new employment space



Ambitious employment and training strategy providing genuine opportunities for local people



Innovative design approaches to intensify industrial buildings



New pedestrian and cycle friendly connections between Kentish Town, Gospel Oak and Hampstead Heath



New bridge connecting Murphy's Yard and Regis Road



Sustainable, innovative development that delivers a Zero Emissions Neighbourhood

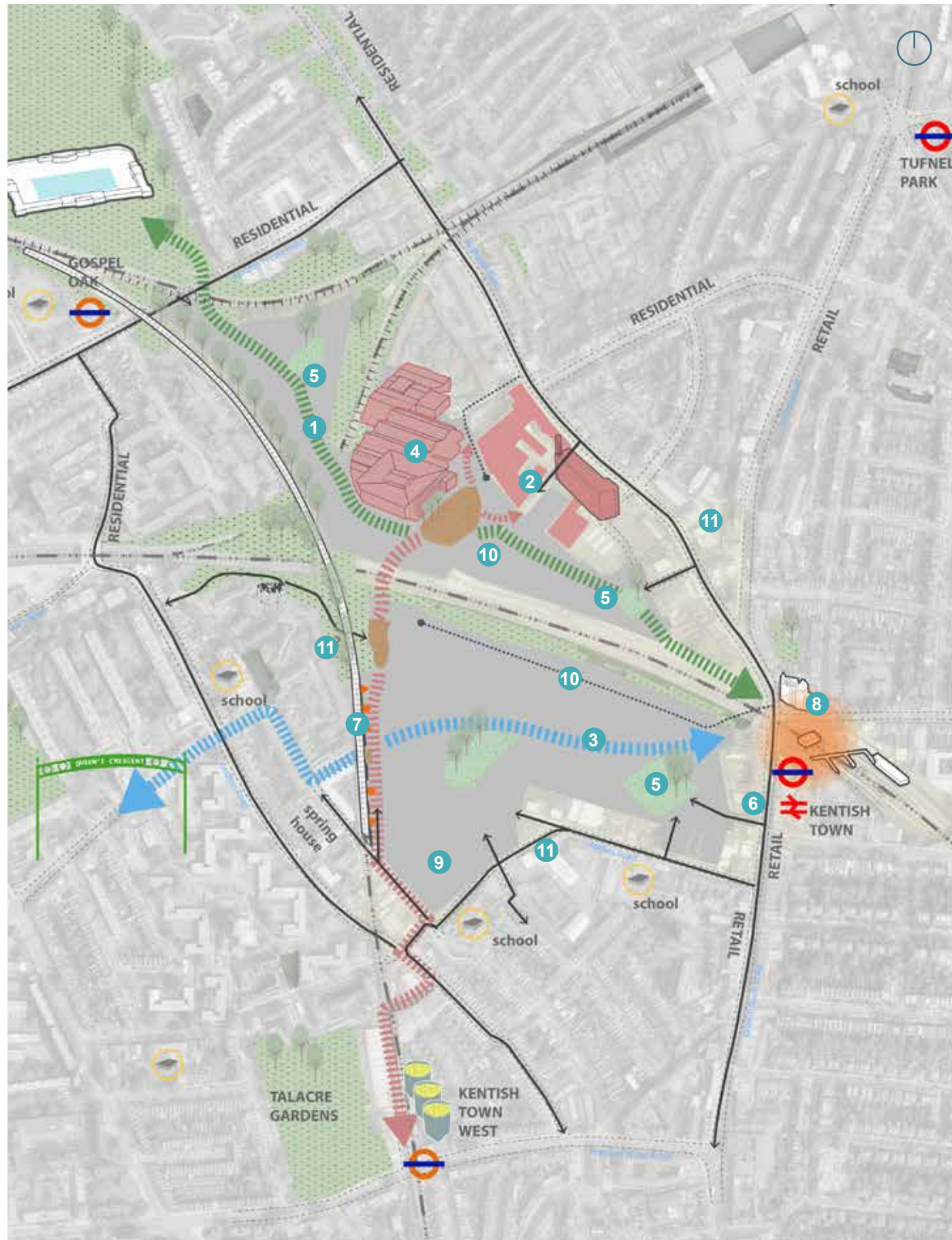


Attractive, safe and green open spaces and public realm that is open and accessible to all





# Spatial strategy



- 1 Heath Line**  
A new green connection between Hampstead Heath and Kentish Town that prioritises pedestrian and cycle movement through the area. The Heath Line should open up Murphy's Yard to the public and create a linear park with a variety of public spaces along its route.
- 2 Makers Lane**  
Celebrate the industrial heritage of the area, drawing on the character of historic warehouse buildings of Highgate Road to create a new route through the site connecting Highgate Studios and Murphy's railway sheds with Holmes Road/Spring Place including a new bridge over the railway. It should provide a much needed new north-south pedestrian and cycle connection and the character reinforced with new creative and light industrial workspace.
- 3 Regis Road**  
Improve the east-west connections between Kentish Town and Gospel Oak through the potential realignment of Regis Road and the reinstatement of the Arctic Street passage. Regis Road will create a new civic route between the two important community centres, prioritising pedestrian and cycle movement.
- 4 Renovate historic locomotive sheds**  
Open up the historic locomotive sheds to the public through public space, employment and cultural uses to create a vibrant centre for development at Murphy's Yard.
- 5 Neighbourhood parks**  
Both development areas should provide meaningful areas of public open space. This should include a new park for Kentish Town, close to the High Street. There should be large public spaces for residents and workers in the area to play and relax.
- 6 York Mews**  
A new connection between Kentish Town Road and Regis Road via York Mews should be explored, which could support the vitality of the High Street and enhance permeability through the area.

- 7 Activate rail arches**  
The historic railway arches that run north-south along the western edge of the Regis Road area could be opened up and used for makers space and other business uses to activate this edge of the site.
- 8 New entrance at Kentish Town Thameslink**  
The Council will work with partners to explore the opportunity to create a new station entrance at Kentish Town. This will increase capacity at the station and provide step-free access to the Thameslink platforms. This could be supported through enabling development, close to the station.
- 9 Holmes Road development**  
Potential wider regeneration along Holmes Road. Redevelopment of the Holmes Road Depot and Kentish Town Police Station could support better routes through the area and improve the streetscene along Holmes Road.
- 10 Location for high frequency serviced industry**  
Locate high frequency serviced industry uses in locations where it can be most readily accessed and where it minimises impact on the character of the neighbourhood and the wider road network.
- 11 Public realm**  
Support a public realm strategy for the wider framework area including Kentish Town Road, Highgate Road and Gordon House Road and Holmes Road. This will enable the community to prioritise investment decisions in the area and ensure a coordinated approach to public realm is taken.



3

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Framework strategy  
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## 3.1

# Design and character

Seamlessly integrated and well-connected with surrounding neighbourhoods of Kentish Town, Gospel Oak and Dartmouth Park. An environmentally friendly place, where people walk and cycle and that draws the green character of Hampstead Heath through the urban neighbourhood connecting to Kentish Town high street.

### Key objectives

#### 3.1.1 A distinct new neighbourhood

- Create of a new vibrant mixed-use neighbourhood that has a distinct, richly layered character
- Deliver the three key moves: the Heath Line, Makers Lane and Regis Road
- Create a neighbourhood stitched into its context, connecting surrounding communities

#### 3.1.5 Exceptional design quality

- Create an inclusive neighbourhood of exceptional design quality
- Create a legible and inclusive neighbourhood built around well considered streets and spaces
- Celebrate the area's industrial heritage
- Build up to a general height of eight storeys with some buildings going above this in appropriate locations

#### 3.1.6 Innovative design solutions

- Support the co-location of a variety of uses across the neighbourhood including industrial and residential uses.
- Develop innovative building typologies that can support the intensification of the neighbourhood to enable higher density, more efficient industrial buildings



# A distinct new neighbourhood

Due to the size of the framework area, development must respond to a number of different contexts, but also has the opportunity to define its own character.

To create a distinct new neighbourhood, development is expected to:

- create a network of streets and spaces
- respond to the edges of the framework area
- define distinct character areas

Proposals should demonstrate a coherent network of streets and spaces that consider how movement and activity throughout the framework area will link into the surrounding context. It should cluster activity around key spaces and define the nature of these spaces through the siting and scale of buildings, architecture and the public realm.

Whilst large-scale redevelopment is expected to be focused on the two principal development sites, this is likely to create development pressures on a wider area. Development on a more incremental scale in the wider framework area and its surroundings is expected to be of the highest quality and support the ambitions of the planning framework.

### Three key principles

The development of a new neighbourhood should be underpinned by three key principles: the Heath Line, Makers Lane and Regis Road.

As well as providing important connections the three key principles will define the character of development within the new neighbourhood. The following pages set out how this should be achieved.



#### Heath Line

Defined by a new green corridor linking Kentish Town Road and Hampstead Heath the character of this area should celebrate its green edges, drawing this character into and through the area, improving access to nature.

#### Makers Lane

Defined by the new north-south route extending from Kentish Town West to Highgate Road this area should celebrate its industrial heritage and historic buildings.

#### Regis Road

Defined by the new primary east-west route connecting Kentish Town Road with Gospel Oak, this area should enhance the surrounding mixed use and commercial characters of the High Street and Holmes Road.

### Stitching into the surrounding area

The edges and transitions between places will be crucial to the success of the creation of a new neighbourhood. The different edge conditions should help to inform the approach to development across the area, helping to define strong yet discrete characters, and knitting the area together and into its surrounds.

Combined with the three primary new connections proposed, some distinct new areas of different character begin to emerge. These serve to connect with the environment beyond the framework area boundaries, and impress a character of their own.



#### 1 Northern edge

- Consider how buildings and development responds to the green biodiverse corridors and railway edges and setting of Hampstead Heath
- Potential new access points around Gordon House Road should be explored
- Take advantage of site topography to reveal long views to Kentish Town and the City

#### 2 Highgate Road

- Celebrate entrance to the area and consider relationship with surrounding buildings
- Potential new entrance through Carker's Lane, which could potentially come forward as part of development of the car park site
- Context around Carol Close and Sanderson Estate will be changed by development and the need for enhancements to public realm to benefit existing residents. Enhance public realm around Sanderson Place

#### 3 Kentish Town Road/York Mews

- Potential new access from the high street through York Mews will create new opportunities for the town centre
- Cantilevered route along the back of Kentish Town Road and car wash site providing direct access from Kentish Town and creating an inviting gateway between the town centre and the new neighbourhood

#### 4 Holmes Road

- Potential future development opportunities should be recognised through design proposals
- New access points into area should be recognised in the approach to site layout

#### 5 Overground railway line

- Proposals should enhance the public realm around the arches and use new development to define these spaces
- New entrance to the farm could activate this backland area of Regis Road



# Key principle: the Heath Line

The Heath line must:

- Deliver a green pedestrian priority route between Kentish Town and Hampstead Heath that includes a bridge structure between Murphy's Yard and Kentish Town Road
- Include a variety of open space types along the route including parks and squares
- Have a rich and biodiverse character

The route will form the main spine of the Murphy site, with development parcels addressing this on either side, helping to define and activate this key pedestrian and cycle link.

The route will be landscaped to provide variety and interest along its length, responding to and defining the different spaces through the area. It should be accessible to all ages, with playable features and places to dwell. It will draw on the green character of the area this tree-lined route will have areas of planting, sustainable urban drainage and opportunities for food growing.

Meaningful neighbourhood green spaces will support new residents and communities providing more localised green amenity space than Hampstead Heath beyond.

To the south of the area there are opportunities to enhance the setting and environment around both the Christ Apostolic church and the O2 Forum. The route between these buildings is a key access into the framework area. Proposals should consider how to enhance this arrival point and transition from the town centre.



Another significant influence on the character and development of the area is the area's natural topography. The land rises from Kentish Town towards Dartmouth Park and Hampstead Heath. There are also steep level changes across the Murphy site with much of it well below the ground level along Highgate Road. Proposals should address the significant changes in level and explore ways for new developments to utilise this feature, which could help further enhance the unique character of the framework area. This will add interest to the green route and the spaces it defines.

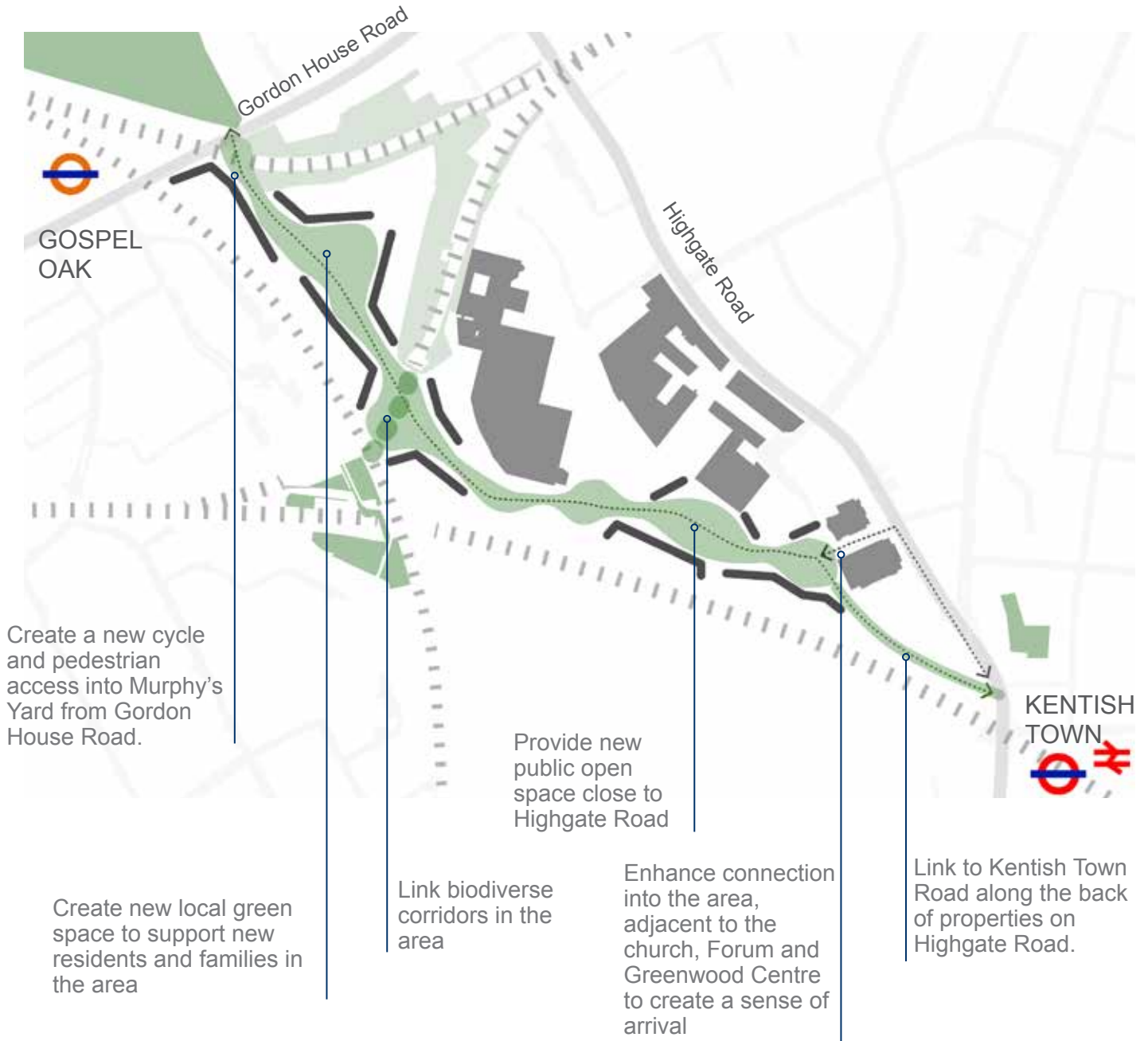
Employment uses will prevail across the ground floor plane, though these may be less prevalent to the north of the area. The size of units will help to define the character of the spaces and routes around the buildings. Towards Hampstead Heath, incidental retail that would support the residential neighbourhood.

Views towards Kentish Town landmarks including the turret of the Assembly House and Bartholemew church could be enhanced through consideration of layout and massing.

Issues of micro-climate, sunlight, generosity of space will need to be carefully considered in the design of the Heath Line to ensure it is a welcoming and successful piece of public realm.



Far left: attractive pedestrian routes  
 Left: playable landscapes  
 Right: buildings that define open spaces  
 Far right: large areas of public open space





# Key principle: Makers Lane

### Makers Lane must:

- Support a light industrial, makers and creative character along the route
- Deliver a new pedestrian and cycle crossing over the Midland Mainline rail lines
- Activate the re-use of rail arches and old railway sheds

This new connection unlocks areas of Kentish Town's industrial past and draws on the character and uses established by the creative business clusters and robust architecture. It introduces interesting and exciting new public realm around the railway arches and locomotive sheds. New development will stitch these heritage assets into the existing urban fabric, and use them to help to define the character of the spaces around them.

New buildings could create an intimate route along the arches continuing the character of Wilkin Street Mews and Ryland Road, opening up at key points to introduce small open spaces and hubs of activity. Small yards could add interest and activity, fronting onto this space.

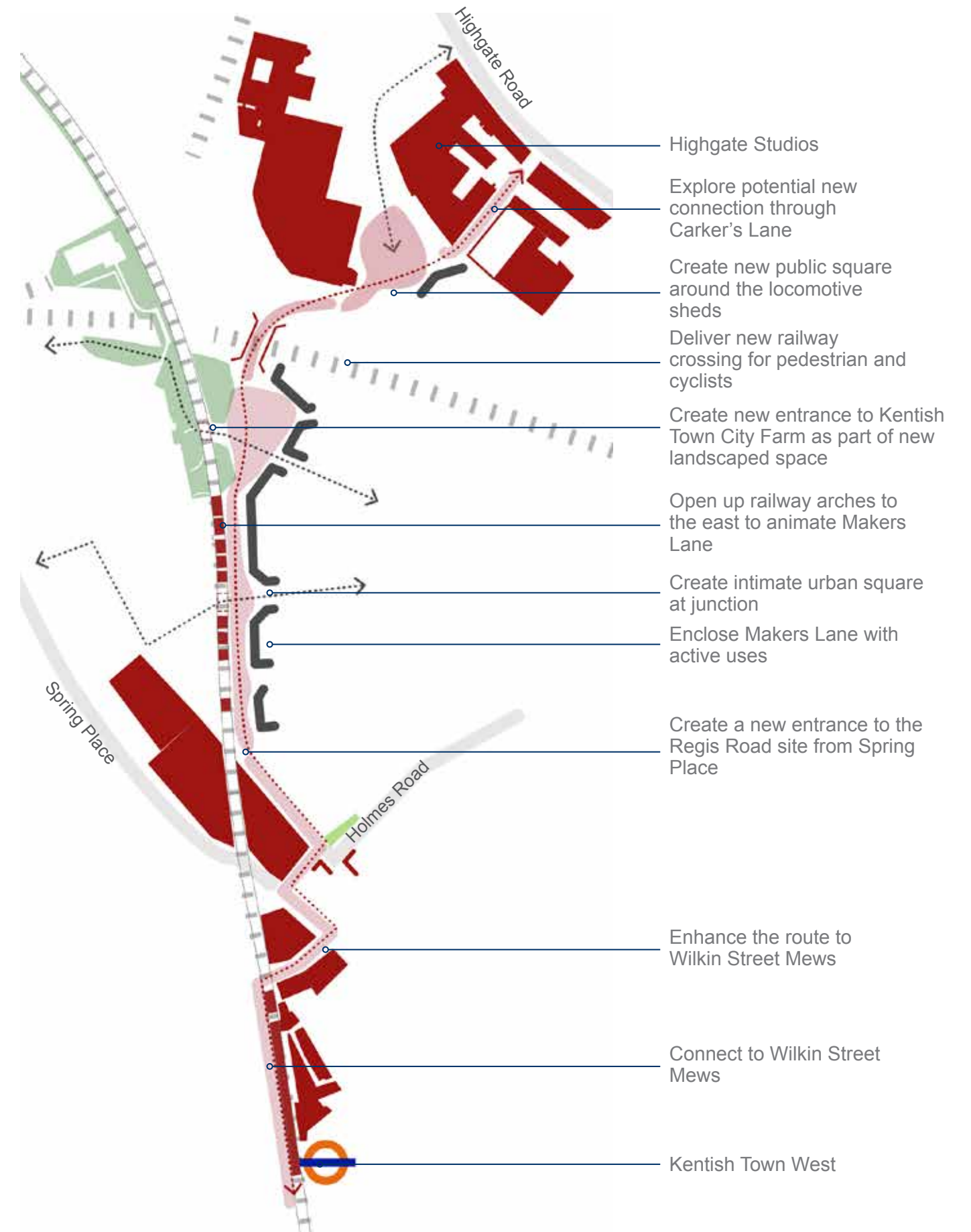
Further south along the overground railway line are characterful examples of how the arches and adjacent buildings and spaces are used. Buildings here could interpret the warehouse and factory

typologies that are seen in Kentish Town, displaying robust materials, large openings, pared back detailing and new development could take cues from this context.

A new public space could provide a new eastern entrance to Kentish Town City Farm, through an existing railway arch. Defined by buildings with active ground floor employment uses, this space will also act as a gateway to a new link over the Midland Mainline.

To the north of the railway lines, the route continues to Highgate Studios and the centre of the Murphy site will be defined by the existing locomotive sheds, which will address a new public square. Playful additions and excellent architecture offer the opportunity to breathe new life into these buildings, and create a characterful backdrop to new public open space.

Ground floors will accommodate light industrial and commercial uses, building on the existing character of these building typologies, clustering creative businesses as well as light industrial uses serving local functions. Upper floors will provide residential accommodation, with regular entrances to bring further activity to the street.



Far left: Maltby Street Market, Bermondsey

Top left: Pedestrian and cycle connection at Castlehaven Open Space, Camden

Bottom left: Perseverance Works, Shoreditch



# Key principle: Regis Road

### Regis Road must:

- Connect Kentish Town and Gospel Oak, including Queen's Crescent
- Reinststate the connection between Regis Road and Arctic Street
- Seek to deliver new connections between Holmes Road and Spring Place to Regis Road

Regis Road will become a more integrated part of Kentish Town, linking better both visibly and physically with the high street. Activity will be drawn into the area, focused around a new public square and green space. It will be a principle spine through the neighbourhood with a mixed use character. New employment and community uses will define this civic quarter and this active and accessible route should provide an important link through to Gospel Oak.

A new public square should be defined by a new cultural and community facility, complementing the range of amenities currently in the area, supporting surrounding communities and helping to enhance the civic identity of this area. A flexible space offering opportunities to sit or for events should be complemented by a park, also close to the high street, providing much needed green

From left to right: Saxon Court at Kings Cross, MaccreeanorLavington Architects  
 Bermondsey Square and market, East  
 The Scene, mixed use building, PTEa  
 ArtHouse at Kings Cross, dRMM



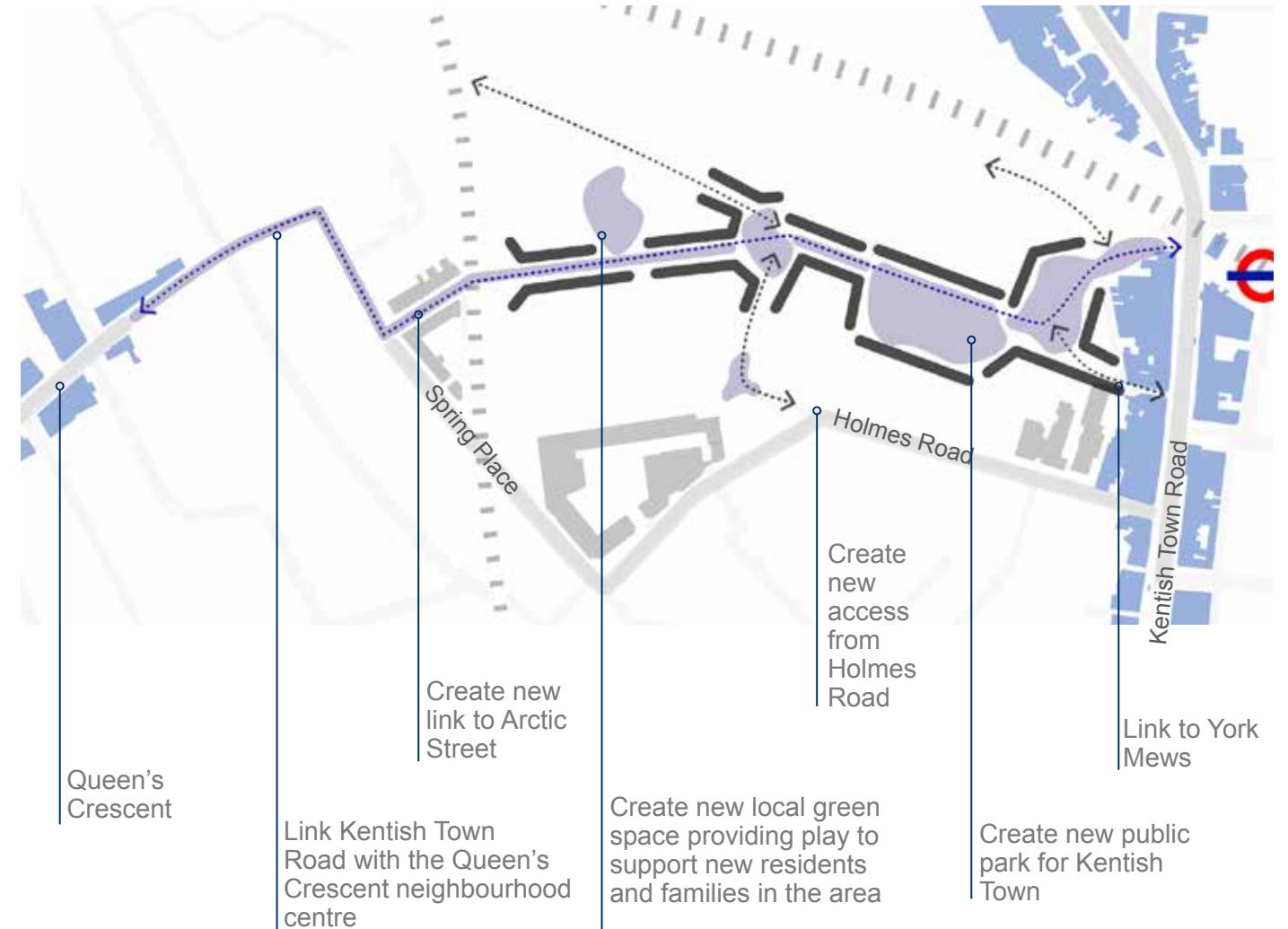
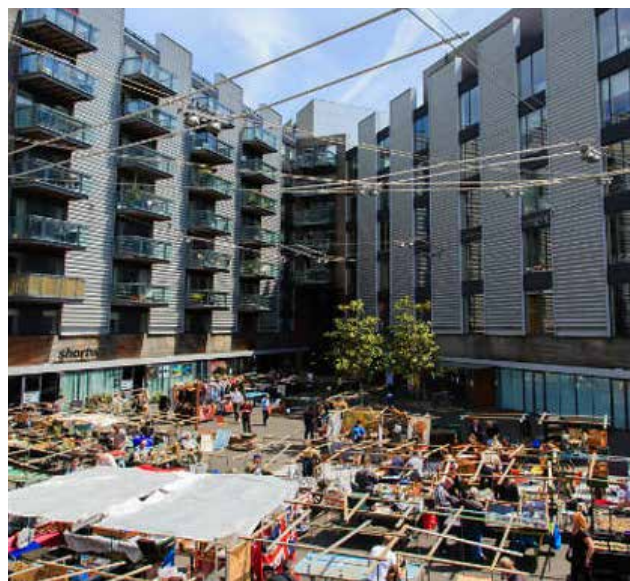
public open space serving the centre of Kentish Town. Development in this area could provide an engaging transition from the town centre.

Regis Road should support the town centre, but not compete with it, defining its own character through a mix of employment and residential uses. Industry will remain a part of Regis Road's identity, though the introduction of office uses and regular residential entrances on the street will help to establish a more mixed use character.

This central spine through the area should be a welcoming and accessible pedestrian route, lined with trees, supporting green ambitions for the area. Sustainable drainage should be integrated into the streetscape with opportunities for interesting landscaped features along the route.

To the south of the area, Holmes Road has seen a number of new developments in recent years. Proposals within the framework area should not prejudice the potential of sites along the northern edge of Holmes Road for redevelopment in the future. It is recognised that the Police Section House remains derelict and this is a key site with opportunities to provide better links and interface between the framework area and Kentish Town Road, York Mews and Holmes Road.

The finer grain of buildings of the high street and York Mews create activity and interest through regular openings, active ground floors, a mix of residential and retail entrances and public/civic functions and spaces. Small service roads, and intimate streets drawing on this context could provide relief from busier streets.





# Exceptional design quality

## Building heights and massing

Development is expected to be high density and the massing strategy should be underpinned by sound placemaking principles with a strong focus on creating character.

Based on the existing context with its prevailing mid-rise character, a mix of building typologies based on mid-rise, high density development, up to eight storeys, focused around streets and spaces is expected. This approach has the potential to deliver new housing numbers across the area in a way that is characterful and attractive and ensures an efficient use of land. This approach interprets the character of development and the surrounding context, recognising the need to provide significant numbers of good quality homes in this accessible inner London location.

Within and around the framework area, the locomotive sheds, Highgate Studios and Victorian warehouses have a utilitarian and robust aesthetic and scale to the buildings. These give this area a distinct identity, which should be referenced.

Taller buildings will be considered where they help to support additional new homes. The acceptability and location of any tall buildings will be subject to a detailed townscape analysis and measured against key local considerations. Impacts on neighbouring development will be expected to be minimised. Buildings above eight storeys will be considered tall buildings and will be subject to the additional considerations in Policy D1 of the Local Plan. Any taller buildings will need to create a human scale at street level, and be elegant in longer views.

They should avoid the creation of unwelcoming microclimates, such as overshadowing public spaces or creating wind conditions that hinders street life.

It is important that development is a good neighbour to the existing communities around the development sites. Development along the western edge should help foster connections with the adjacent communities in Gospel Oak, avoiding development that turns it back or creates barriers between neighbourhoods.

Views from Hampstead Heath towards central London are sensitive and will be an important consideration in order to protect the openness, character and enjoyment of this significant piece of Metropolitan Open Land.

Part of the unique character around Kentish Town station is the wide open and green view that has been afforded by the pattern of development and historic legacy of the railway infrastructure in the area. Development within the framework area will impact on this sense of openness, and thus proposals must show how the Kentish Town Neighbourhood Plan view is integrated into a development scheme, not merely by suppressing development in this zone, but positively responding to it in order to enhance the view and to outweigh the loss of openness at this key public space.

Far left: Dalston Works is a carbon neutral cross-laminated timber residential building by Waugh Thistleton Architects

Left: Buccleuch House by Levitt Bernstein Architects, Tim Crocker



## Key local considerations

### Heritage assets

The setting of the Forum and Christ Apostolic church (both Grade II listed) is of particular sensitivity at the southern gateway to the Murphy site. These form part of the group of buildings around Kentish Town's historic core and comprises a number of listed buildings including the Assembly House and Bull & Gate public houses. The impact on the setting of these buildings will need to be carefully considered.

The setting of Kentish Town police station (Grade II listed) on Holmes Road will need to be considered as part of any forthcoming proposals for the Regis Road area.

Preserving or enhancing the setting of surrounding conservation areas, and views from neighbouring conservation areas.

### Topography

Existing topography across the area should be considered when contemplating building massing and height. The levels across the Murphy site vary enormously especially as the land rises towards the Heath creating an opportunity to create character, interest and local views within the site.

### Views

The LVMF designated views from Hampstead Heath to St Paul's Cathedral cross the fringes of the site to the east and west.

The KTNP designated view from the area adjacent to the station seeks to protect the long green view towards Parliament Hill.

Local townscape views into and across the site must be considered.





# Innovative design solutions

A key component of achieving the redevelopment ambition at Kentish Town is the successful co-location of employment uses with new homes. Developers working in the framework area should include industrial and employment providers as part of their development team to ensure the suitability and viability of proposed commercial space. Applicants must be supported by design and delivery expertise and develop suitable typologies that are viable for this type of development. It is anticipated that design solutions are required at the masterplan, plot and building scale.

Proposals should demonstrate innovative and approaches to building design, enabling future adaptability with the very highest sustainable credentials.

## Co-locating uses

A significant challenge for delivering a successful mixed-use neighbourhood is creating an attractive place for both commercial and residential tenants. Challenges include activating streets and public spaces as well as mitigating the negative impacts of industrial and commercial uses such as noise, smell and blank and inactive frontages.

Stacking residential uses above industrial space will apply mainly to lighter industrial uses, where the commercial spaces are smaller and the uses can be co-located with residential.

Larger industrial spaces may be developed but they must be activated by wrapping them with residential or other commercial uses and managing their servicing and yard requirements. Developers in the area should explore an appropriate masterplan strategy for locating larger industrial uses within the neighbourhood that allows for the other principles set out in this document to succeed.

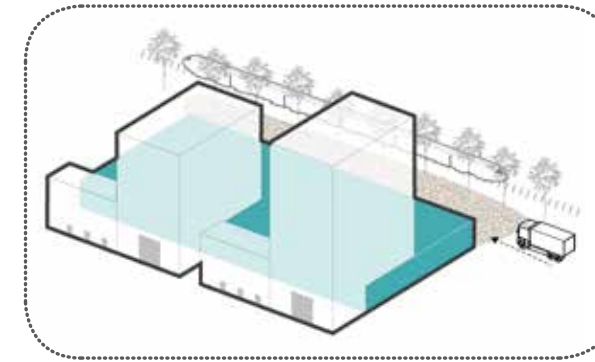
From left to right:

Harbour Road Sail Loft & Residences, a mixed use building that combines a workshops, office space and residential; Checkwitch Poiron Architects

Caxton Works provides residential homes above B1 industrial space; Studio Egret West

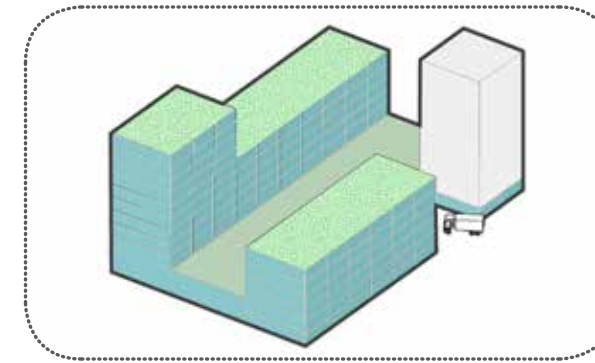
Gewerbehof in München

Prologis, Gillender Street, Bromley-by-Bow



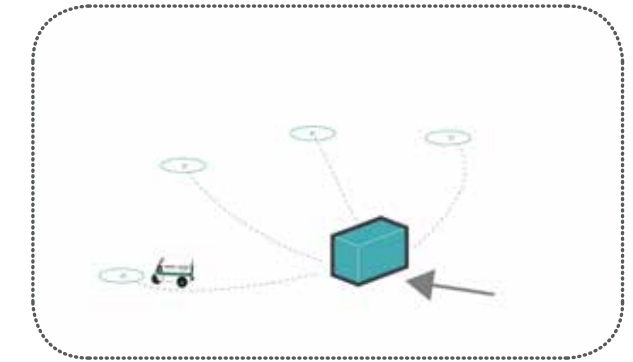
**Locate high frequency service vehicles and yard space along the rail edge**

Use the inactive edge of the rail line to locate high frequency servicing and yard space. Industry can be fronted and stacked with residential uses.



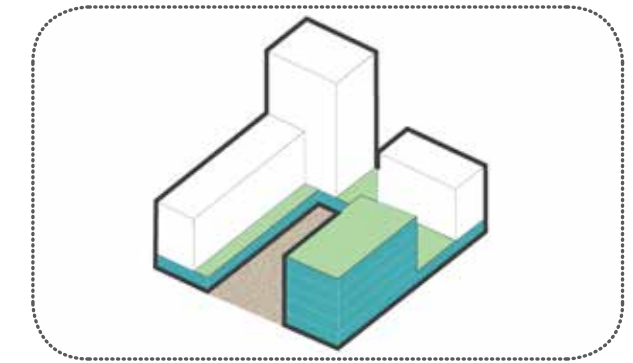
**Stack industrial uses**

Intensification of the area will be enabled through stacking industrial uses. Appropriate floor to ceiling heights, goods lifts and yard space will be required to support this. Industry should be combined with other employment uses (such light industry or office) and residential where possible and justified.



**Consolidate freight**

Consolidate freight across the framework area to reduce the impact of servicing vehicles and pollution across the neighbourhood. Micro distribution within the area should be co-ordinated and use zero emission vehicles.



**Wrap residential around large industry uses**

Wrap larger industrial uses with residential to create a pedestrian and cycle friendly neighbourhood. Residential uses could be placed at ground. Industrial servicing and yard space is located to the rear, away from the street.







## 3.1

# Development and land use

An innovative new neighbourhood. A richly layered and characterful place that is an exemplar for mixed-use. A place that works hard, with intensive industrial, commercial and creative activity, harmoniously provided alongside high quality homes that support a diverse local community.

### Key objectives

#### 3.1.1 Employment-led mixed use development

- Undertake a comprehensive approach to development to deliver transformative benefits to the area
- Provide a significant number of new jobs and increase commercial floorspace
- Provide innovative and sustainable industrial floorspace that achieves higher densities, allows for co-location of uses and supports the Central Activities Zone
- Grow the existing cluster of creative, cultural and tech industries
- Provide inclusive community facilities to support the local community
- Include cultural and entertainment uses that enrich and complement the existing offer of Kentish Town

#### 3.1.2 A strong local economy

- Support the success of small, medium and start up businesses with the right type of floorspace including affordable work space
- Ambitious training and employment strategy providing genuine opportunities for local people and tackling inequality

#### 3.1.3 New homes that meet need

- Deliver 2,000 new homes across the area
- Prioritise affordable housing delivery
- Provide a mix of high quality homes that meet the needs of Camden's residents



# Employment-led development

## Comprehensive redevelopment

Transformative redevelopment is expected to take place in the Regis Road Growth Area and on the Murphy site. The Council requires that redevelopment of these sites is comprehensive and delivered through a masterplan-led approach, underpinned by the principles set out in this framework.

Comprehensive redevelopment creates the opportunity to increase the density and efficiency land use, to appropriate levels for a well-connected inner London area. A comprehensive approach is required to achieve the optimal outcomes in terms of the quantum and quality of development. It will enable the provision of new homes and jobs, new routes and connections, high quality open space, community facilities and public realm and the delivery of vital infrastructure to support the anticipated scale of development. It also offers the opportunity to create an environmentally sustainable neighbourhood.

The Council requires a comprehensive and co-ordinated approach to development in the framework area with appropriate phasing. The Council expects two planning applications to come forward, one covering the Murphy site and one for the Regis Road Growth Area (or a single application covering both). Plot-by-plot or piecemeal redevelopment proposals will not be acceptable and will be resisted.

## Land uses in the framework area

New development will be expected to:

- Provide efficient and sustainable industrial floorspace that achieves higher densities in a format that allows for co-location of uses (use classes B1c, B2, B8 and sui generis of a similar nature).
- Continue CAZ supporting role for the area, in particular 'last mile' storage and logistics/distribution and 'just in time' servicing, including re-provision of the recycling centre
- Grow the existing cluster of creative, cultural and tech industries, with additional light industrial space (B1c)
- Consider an appropriate amount of supporting office uses (B1) in suitable locations
- Include a proportion of supporting food, drink and retail space in suitable locations.
- Provide inclusive community facilities to support the local community.
- Include cultural and entertainment uses that enrich and complement the existing offer of Kentish Town

Both the Murphy and Regis Road sites will be expected to make a significant contribution to housing delivery. Combined with smaller scale development opportunities in the wider framework area in the region of 2,000 new homes are expected. There is a priority for affordable homes, with Camden and the GLA's policy setting a target of 50% affordable housing. All development will be expected to contribute to creating a mixed and balanced community.

Given the location close to central London, there is expected to be a continued CAZ supporting role for

industry in the area, with the re-provision of suitable industrial/warehousing space. Redevelopment creates the opportunity to consolidate this space that allows for the intensification of the site and the co-location with other uses.

The most appropriate location for industrial space should be considered as part of the masterplanning of the site. Access and layout must be taken into account. Businesses operations should not be compromised by non-business uses. The re-provision of the recycling centre in the area is a requirement (unless other suitable provision is in place).

The proportion and type of industrial uses, particularly those requiring large articulated lorries or high frequency vehicle movements will need to be limited and given carefully consideration. Considerations will include their impact on nearby sensitive uses such as existing housing and the Greenwood Centre and the surrounding road network, in particular Kentish Town Road where there have been a number of accidents and traffic congestion and air quality is an existing problem. The site constraints imply that any additional industrial floor space is likely to need to be weighted toward lighter industry.

Growing the existing cluster of creative, cultural and tech industries, is a key ambition of the framework. There is an existing basis for these industries

at Highgate Studios, Spring Place and Kentish Town West and this is an important growth sector in Camden. Knowledge Quarter uses and other growth sector uses may also be suitable.

The surrounding area has a range of existing community facilities and the area benefits from an interesting cultural scene with venues such as the Kentish Town Forum. New cultural and entertainment uses that enrich and complement the existing offer of Kentish Town should be included in the development. This will be expected as part of the Regis Road and Murphy sites.

An appropriate amount of supporting office uses could be included as part of the mix of uses, particularly in areas closest to the town centre. However, this should not result in a corporate office-led environment that would be out of keeping with the character of Kentish Town. Large floor-plate offices are unlikely to be acceptable.

The overall mix of uses should converge to create a vibrant character, with mixed use activity during the day and night, creating a safe and welcoming environment. Development should seek to support Kentish Town Centre and Queen's Crescent Neighbourhood Centre and should not compete with them. Retail is therefore expected to be limited, and any provision would be expected to be complementary to the High Street.

Left: Here East, Olympic Park by Hawkins/Brown  
Right: Grand Union, Kensal Rise, AHMM



### Indicative land use character areas

- Potential location for industrial due to access
- Town centre transition - mixed use character
- Light industry and housing mixed use
- Residential/mixed use character - greater proportion of residential





Murphy's Yard

In addition to the area wide guidance above, on the Murphy site the Council will expect redevelopment to:

- Provide an increase (or minimum of no net loss) of industrial provision (B1c, B2, B8 and sui generis of a similar nature), provided in an efficient and sustainable format that allows for intensification and co-location of uses
- Provide a significant proportion of new homes
- Provide a cultural focus around the historic railway sheds

The Murphy site is designated in the Local Plan as part of the Kentish Town Industry Area, which is safeguarded for industry (London Plan LSIS). In line with Camden and London Plan policy, there should be an increase in industry (or minimum of no net loss) at the site.

The sole occupier, Murphy, intends to relocate its industrial functions away from the site. This creates an opportunity to provide a new type of

more efficient industrial space that can better serve a CAZ supporting role, whilst responding to the particular site constraints, in particular access challenges.

The site is suitable for consolidation of industry which will allow for its co-location with other priority uses, in particular housing. It is anticipated that the Murphy site could deliver in the region of 750 homes, although this will be dependent on a number of factors.

The industrial capacity provided on site should include a mixture of industrial floorspace including lighter industry that can be mixed with other uses and residential. The northern part of the site closest to Hampstead Heath is particularly well suited to a greater proportion of residential homes.

The historic railway sheds are a distinctive feature and could provide the opportunity for a cultural anchor, and add to the character and appeal of the area.

Regis Road

In addition to the area wide guidance above, in the Regis Road Growth Area the Council will expect redevelopment to:

- Re-provide industrial provision in an efficient and sustainable format that allows for intensification and co-location of uses. This should include a mix of light industrial, industrial and storage/warehouse/logistics uses (B1c, B2, B8 and sui generis of a similar nature)
- Provide a significant proportion of new homes
- Provide a business retention and relocation strategy
- Provide some small scale office development close to the stations and the high street

The Local Plan designates the Regis Road Growth Area for comprehensive employment-led mixed-use development. Through comprehensive redevelopment a higher density more land-efficient approach to industrial provision can be taken,

together with the introduction of light industry uses.

More efficient industry will create space for the addition of other uses including substantial residential, cultural and community facilities (including generous open space) and a proportion of office uses, creating a new vibrant mixed-use neighbourhood. It is expected that in the region of 1,000 homes could be delivered in this area.

The eastern part of the site has the opportunity to better integrate with Kentish Town high street. Mixed use development community and cultural facilities with office could be located in this area.

Existing businesses should be given the opportunity to stay in the area as far as possible, particularly CAZ supporting uses that have a 'last mile' or 'just in time role'. A business retention and relocation strategy will be required. The strategy will demonstrate to the Council's satisfaction that any business relocations that occur would not cause harm to CAZ functions or Camden's local economy.





# Employment opportunities

## Affordable workspace

Employment space that is suitable and affordable for small/medium enterprises and start-up businesses and light industrial, workshop/studio and maker-type spaces that support creative businesses will be an important part of the mix of uses.

Applicants will be expected to work with the Council to explore how innovative approaches to affordable rents can deliver social value in the form of employment/training opportunities.

Applicants will be expected to engage early in the planning process to identify suitable workspace providers committed to delivering affordability and social value for residents and local businesses.

The Council will secure the delivery of affordable workspace through Section 106 agreements to ensure that any workspace delivered meets the needs of local areas and specific occupiers.

## Employment and training strategy

It is essential that growth provides real benefits for local people. Developers will be expected to provide an ambitious employment and training strategy maximising opportunities both during construction and through the end uses. The employment-led nature of new development could create significant opportunities in a range of fields including construction, industry and the creative sectors.

Left: Gunpowder Mill, PTEa

Right: Blackhorse Workshops, Walthamstow



In order to promote inclusive growth, it would be expected that a strategy would incorporate a commitment to best practice examples, including payment of the London Living Wage. The strategy should particularly target benefits for communities in local wards including Kentish Town, Haverstock and Gospel Oak. Such work is beginning in Gospel Oak where a 'Neighbourhood Hub' to support access to employment for local people.

## Sustainable business community

Founded by the Council and key businesses in the borough in 2008, the Camden Climate Change Alliance (CCCA) brings together over 270 organisations from business, third sector and schools. The Council works with Business Improvement Districts across Camden and other business networks to empower them to make a positive impact on the environment.

The mission of the CCCA is to support members to contribute towards a low-emissions and low-waste Camden, improve air quality, mitigating against climate change and closing the loop on waste. It includes a commitment to reduce carbon emissions by 40% by 2020.

Existing and new businesses in the area will be expected to join the CCCA, to help support the ambitions for a Zero Emissions Neighbourhood.



## Case study: Kings Cross Construction Skills Centre and KX Recruit

King's Cross is Camden's flagship approach, where the opportunities created through development were linked directly to provide training, apprenticeship and job opportunities for local people.

The Kings Cross Construction Skills Centre was secured as part of the King's Cross Central Section 106 agreement. The centre offers training, apprenticeships, employment advice and job opportunities to local people looking to work in construction. It has played a key role in supporting training and employment for local people. Since 2009, the centre has supported over 1,300 people into apprenticeships and nearly 1,400 people into employment within the construction industry.

The centre has facilitated a strong and effective partnership between the council, developer and residents ensuring priority groups benefit from the development opportunities. A new employment and skills hub is also being developed at Euston. The hub will work closely with employers, training providers and residents to deliver appropriate training to match employment opportunities arising from HS2 and associated works to the Euston area.

Kings Cross (KX) Recruit is the recruitment agency that matches business employers with

jobseekers at King's Cross. The service was established as part of the S106 obligation on Kings Cross and is a partnership between Camden, Islington and Argent. The service helps local business to find the right staff, and at the same time help local people to access job opportunities within the end use businesses at King's Cross. KX Recruit has been operating since 2014 and during that time, has helped support over 1,000 people into new positions.





# New homes that meet need

Homes and affordable homes are the land use priority of Camden's Local Plan, and the Council anticipates that in the region of 2,000 new homes can be delivered in this area.

This area is particularly suitable for the delivery of new housing: it is close to Kentish Town centre, surrounded by residential neighbourhoods and next to Hampstead Heath. To support the sustainability of any new development and the creation of a vibrant community, new housing will be required to provide a range of housing types and tenures to help create a mixed and balanced neighbourhood in Kentish Town.

### Priority for affordable housing

A clear priority for the local community, the Council and the GLA is for the delivery of affordable housing, which will be prioritised in Kentish Town. Camden's Local Plan and the London Plan set a target of 50% affordable housing, which, subject to viability, could deliver in the region of 1,000 new affordable homes in the area. Camden's policy

states that 60% of the affordable housing should be social-rented housing (2-bedroom and 3-bedroom priority) and 40% intermediate housing (1-bedroom flats and studios priority) including Camden Living Rent.

### Housing mix

Camden's Local Plan sets out the borough-wide approach for delivering a mix of houses on strategic sites. Policy H6 establishes the ambition for delivering housing choice and mix and Policy H7 for different sizes of homes. Within the framework area, it is important that a diversity of housing types across private and affordable sectors are delivered to provide choice, cater to different housing needs and help create a mixed and balanced community. This includes a policy compliant mix of one, two, three and four bedroom homes.

Innovative housing models that would support the ambition to deliver a mixed and sustainable community at Kentish Town can be considered as part of a mix of housing types.

The housing needs of people of all ages, families, and older people should be considered. As required by Policy H6, a proportion of homes should be designed for wheelchair users, and the remainder should be designed as accessible and adaptable homes to suit the needs of people at different stages in their lives.

A proportion of Build to Rent homes may be considered subject to sufficient justification. Where provided it should support the ambition to increase housing choice and support the creation of mixed, inclusive and sustainable communities.

### Residential amenity

High quality sustainable homes, with a high level of residential amenity will be expected, meeting the requirements set out in Camden's Local Plan and the frameworks ambitions for a zero emissions neighbourhood.

Housing will be expected to be car-free (with the

exception of a suitable proportion of disabled spaces). Given the restricted public transport capacity in Kentish Town coupled with the anticipated population increase, even greater attention must be given to making a walking and cycling friendly neighbourhood. With suitable provision such as cycle storage provided as part of housing design.



- 1: Wohn Projekt, co-housing by Einszueins Architektur
- 2: Bacton low-rise housing, Gospel Oak
- 3: Regency Estate, Mae Architects
- 4: Heathview co-housing, Gordon House Road
- 5: Bourne Estate, Matthew Lloyd Architects





# Interim development

## Development in the interim

The expectation for the Regis Road Growth Area and Murphy site is for comprehensive redevelopment to create a new neighbourhood. However, it is recognised that due to the scale and complexity, this may take some time, particularly at Regis Road. In the interim, the Council seeks to ensure that the area remains a functional industry area, which provides jobs and contributes to our economy. Business continuity is encouraged, whilst options for delivery are explored.

Any development that occurs before comprehensive development comes forward should not prejudice the future goals for the area. Therefore, piecemeal redevelopment proposals for individual sites and schemes which could prejudice the comprehensive strategic approach, will be resisted. No uses outside of B1(b), B1(c), B2, B8 and sui generis uses of a similar nature will be permitted in the area unless they form part of a comprehensive masterplan-led scheme.

Land-owners should work with business occupiers to enable business continuity, prior to comprehensive development coming forward. To enable businesses to continue to function there may be a need to carry out small-scale development and refurbishment works to commercial premises. The Council will only accept proposals where they would not prejudice the future comprehensive development of the area.

Businesses considering interim development should contact the Council's planning service for advice before developing detailed proposals.

The Council will request additional evidence to support the consideration of proposals for interim development. Where development is considered acceptable, temporary permissions may be used to ensure that future redevelopment is not prejudiced.

Applications for interim development will be determined on the merits of the proposal, but considerations that the Council will take into account will include:

- Whether the works are absolutely necessary for the continued functioning of the site as an industry area in the interim of comprehensive development.
- The scale and nature of the proposal and whether this is commensurate to interim development.
- Whether the proposals are linked to an existing or identified commercial occupier.
- Whether the site has been marketed for occupation in its current condition.
- Whether the property is being offered with short-term/flexible lease arrangements.
- Whether the proposals could prejudice the physical delivery of a comprehensive scheme on the site. For example, by blocking potential access, providing inactive or unsuitable street frontages, being of a nature that could be incompatible in a mixed use environment.
- Whether the proposals could prejudice the viability of a comprehensive scheme. For example, by making significant investment into buildings that are likely to be redeveloped.



## Temporary uses

Business continuity is encouraged as far as possible until the comprehensive redevelopment comes forward, but at the appropriate time there is likely to be a role for temporary or 'meanwhile uses', particularly as part of the phasing of development. Meanwhile uses can have an important role in maintaining activity in the area, avoiding the blight of vacant buildings and maintaining activity and maintaining vibrancy.

A meanwhile use strategy will be required for the Murphy and Regis Road sites. When considering proposals for a meanwhile use strategy the Council will take in to account:

- If the proposed uses are in keeping with the character of the area and/or are linked to Kentish Town growth sectors.
- How effectively they mitigate the impacts of construction and maintain the activity and vibrancy of the area.
- Whether they provide training, apprenticeships and/or employment opportunities for local people.

- Whether they support start-up or small to medium sized businesses, for example by providing affordable workspace.
- Whether they provide social, cultural or sustainability benefits for the community.
- The duration of the proposed meanwhile use and the suitability of any required alterations to host building/space.
- Whether they are part of a coordinated meanwhile use strategy for the whole area, linked to the phasing of development.

Proposals for meanwhile uses will only be approved where it can be demonstrated that they will not prejudice redevelopment, conflict with existing uses or construction. Proposals for meanwhile uses in advance of a planning application for the comprehensive redevelopment are likely to be considered premature.

Far left: Mercato Metropolitan, London  
 Left: Blue House Yard creative workspace; Jan Kattein Architects  
 Below: Skip Garden, part of the flagship meanwhile use strategy provided by developer Argent at King's Cross Central







## 3.3

# Routes and connections

A connected neighbourhood that supports pedestrian and cycle movement and allows businesses to operate in a shared manner. An attractive public realm that is open to all and supports active travel that allows all age groups to experience and enjoy.

### Key objectives

#### 3.3.1 New and improved connections

- Remove the severance of the site and connect the new neighbourhood with Kentish Town Road, Gospel Oak and Hampstead Heath
- Use appropriate access points for high frequency servicing of industrial and commercial areas

#### 3.3.2 Sustainable transport

- Address the local area priorities identified by Transport for London
- Create a walking and cycling neighbourhood that prioritises inclusive and active travel choices
- Improve connections to a range of public transport hubs around the area to ease pressure on Kentish Town station at peak hours
- Encourage use of electric vehicles and charging points to improve the area's air quality

#### 3.3.3 An attractive and safe public realm

- Create healthy streets that prioritise pedestrian and cycle movement, promoting active travel options
- Deliver a public realm strategy to stitch the new neighbourhood into surrounding communities.



# New and improved connections

## A clear network of streets and public spaces

Comprehensive redevelopment presents an opportunity to achieve a step change in the way pedestrians, cyclists and vehicles move into and through the area. It could address the current severance in the area caused by physical barriers and reconnect communities. Significant improvements to access will be an essential requirement to support the anticipated population growth.

A new movement network must prioritise pedestrian and cycle connections to surrounding transport hubs, communities and existing cycle routes. This should enable better connections between Kentish Town Road and Gordon House Road, Highgate Road and Spring Place and through Regis Road to Arctic Street. A key objective of the movement strategy is to increase north-south and east-west permeability through what is currently a largely inaccessible area.

- Development in the area must deliver:
- Pedestrian and cycle connections to surrounding public transport, communities and existing cycle routes
  - New north-south and east-west routes through both sites
  - A new north-south bridge over the railway
  - A new bridge from Kentish Town into the Murphy site to connect to the Heath Line
  - New access points into the site, where possible, via Gordon House Road, York Mews, Holmes Road, Spring Place, Arctic Street and Kentish Town City Farm
  - Servicing for industry via Sanderson Close and Regis Road
  - Car-free development other than for those with disabilities and for the essential operational and/or servicing requirements

## Reducing severance from the rail

New bridges over the Midland Mainline should be delivered, helping to reduce severance in the area and improve connectivity between the two development areas.

At the western edge of the framework area a new bridge could be connected to the existing bridging structure, reducing construction costs and providing a new north-south connection (as identified in the Makers Lane principle) between the two development areas. A second bridge could

be provided to the rear of Kentish Town Road, and cantilevered over the railway below. This would provide a direct connection between Kentish Town Road and Murphy's Yard.

Both bridge connections require further feasibility and viability work to determine the construction method and exact siting.

## Access

The main vehicle access points are likely to remain at Regis Road and Sanderson Close. At Murphy's Yard a new vehicle connection on Gordon House Road could enable the existing point of access to be prioritised for a pedestrian connection between the site and Hampstead Heath. There is potential for a future new access point into the Murphy's Yard via Carker's Lane.

At Regis Road there is opportunity for new access points via York Mews, Holmes Road, Spring Place and Arctic Street. A new eastern entrance to Kentish Town City Farm is also possible via an existing railway arch, though this would be managed by the farm. The result would be a more connected neighbourhood that prioritises active travel.

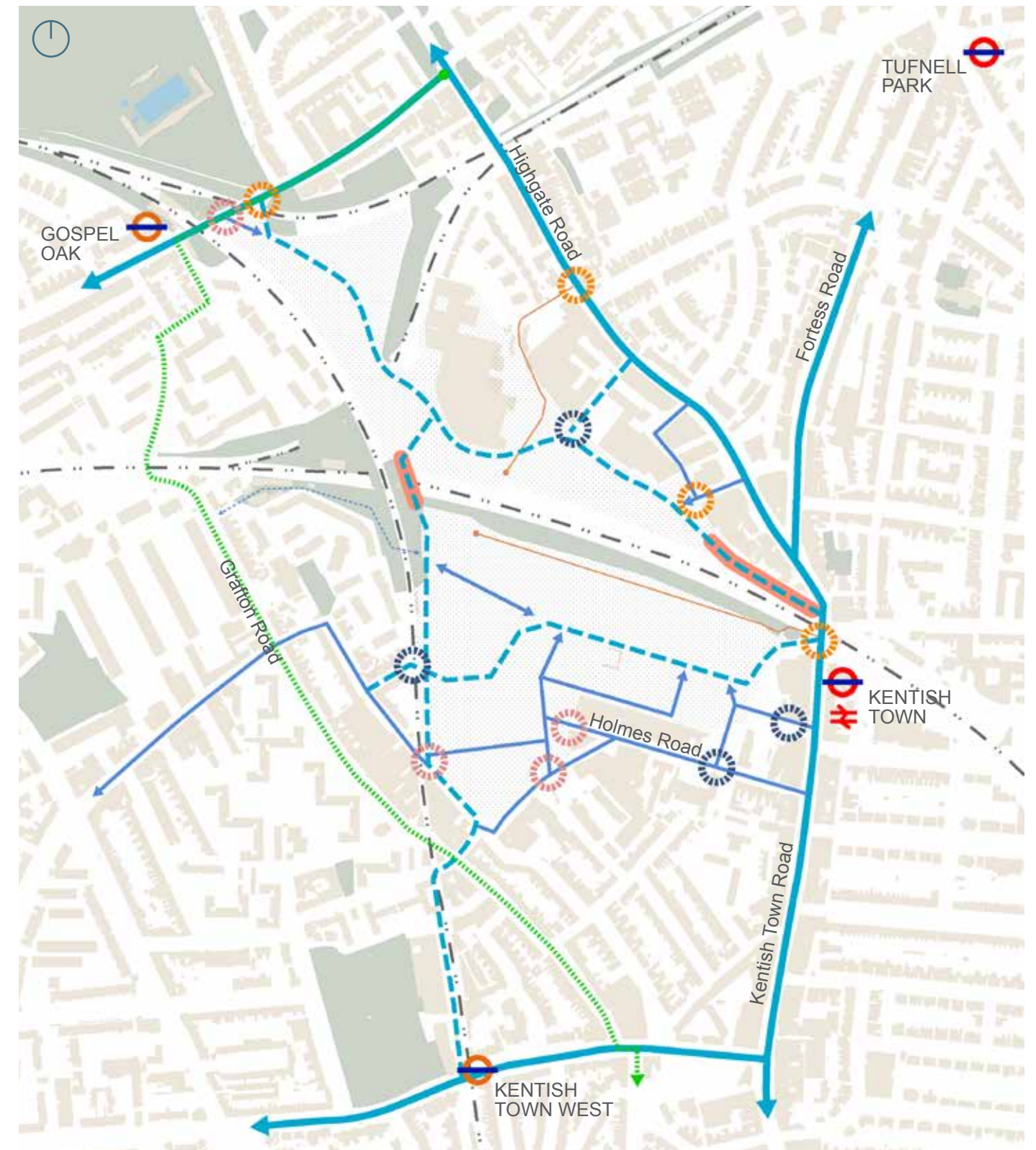
## Industrial servicing

Industrial and commercial floorspace will require special servicing arrangements so that the negative impacts of servicing are managed and mitigated. The use of a freight consolidation centre is strongly encouraged.

The supporting Access Study states that the type of industry is an important factor in determining the frequency and nature of the servicing vehicles. Businesses that require low frequency servicing, that can be serviced by clean vehicles or bike couriers, should be prioritised. Separate access should be provided for other industrial uses.

At Murphy's Yard, although constrained, any high frequency servicing should be via Sanderson Close. Gordon House Road and Greenwood Place have limited capacity for servicing vehicles due to the sensitive uses in close proximity and narrow road widths. At Regis Road, any servicing should be via the existing Regis Road junction.

Less frequent and small/medium servicing vehicles can use the proposed junctions off Holmes Road, Spring Place, Gordon House Road and Greenwood Place, subject to analysis and the submission of a Servicing Plan to justify each access. A full Transport Assessment will be required to support any planning application.



- Primary routes around the area
- New primary route through the framework area
- Secondary routes
- Enhance existing access
- Potential new vehicle access
- Potential new non-vehicle access
- Proposed new bridge locations
- London Cycle Network
- Suitable access for industrial servicing



# Sustainable transport

Development in Kentish Town provides the opportunity to deliver a new sustainable neighbourhood that will set a model of sustainable transport for the borough. It should create street environments that make walking and cycling the most attractive options for travel, improve access to public transport, improve accessibility at transport nodes and support the use of electric vehicles.

As well as good bus route connections the framework area benefits from being extremely close to four train stations: Kentish Town Underground, Kentish Town Thameslink, Gospel Oak Overground and Kentish Town West Overground. Connections between stations will be improved through new links through the framework area.

## Public transport

The framework area benefits from excellent public transport connectivity, however there are issues with the level of capacity at peak hours on the London Underground. There are numerous bus routes in close proximity to the development areas accessed off Kentish Town Road and Highgate Road. These bus stops will be made more accessible to new and existing communities by the proposed new access points into and routes through the neighbourhood.

## Step-free access at Kentish Town

Inclusive transport options are a priority. The Council is working with stakeholders to look at the potential for step-free access at Kentish Town Thameslink station. This ambition is part of the Kentish Town Neighbourhood Plan and is prioritised by the Council. Work is required to understand the deliverability and viability of the ambition following technical studies of the required work. With the Kentish Town Underground station at full capacity in peak hours, there is a need to spread the load across other stations that have more capacity.

## Gospel Oak station

The Council and Dartmouth Park Neighbourhood Forum have ambitions to create a new eastern access to Gospel Oak station as well as improve the public realm around the station entrance. This will be explored further with stakeholders.

## Electric vehicle charging

Although the residential development in the new neighbourhood will be car free, disabled parking and commercial service vehicles will still need to access the area. From the outset, development should provide the electric vehicle charging points required to support the move to electric vehicles.

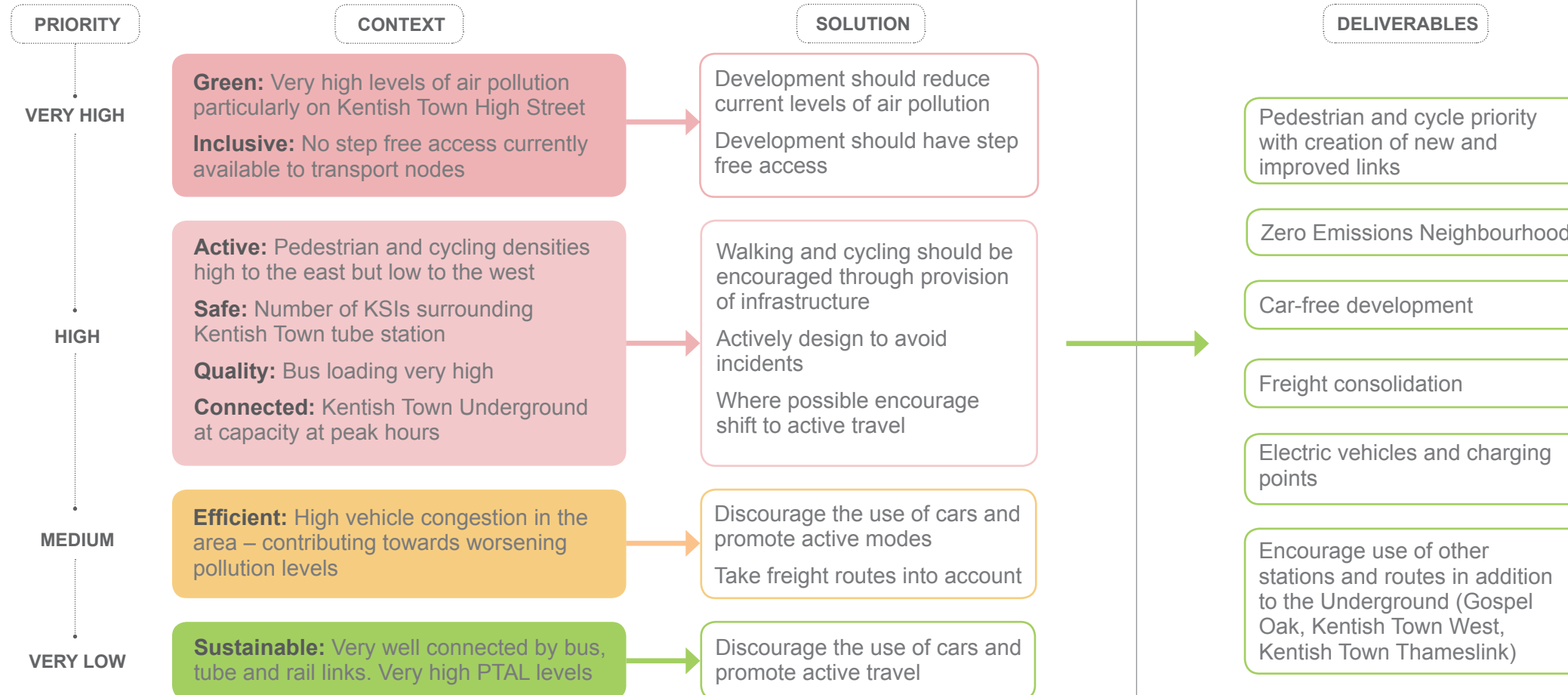
## Active travel

Active travel throughout the site will prioritise pedestrian and cycle movement to fulfil the Mayor's, TfL's and Camden's transport ambitions and deliver an innovative approach to managing the requirements of local business and the public.

## Car parking

The Council require all new developments in the borough to be car-free. The Council will not accept car parking spaces within the site other than those reserved for disabled people and businesses and services reliant upon parking (e.g. emergency services, storage and distribution uses).

Transport for London priorities in order of importance:



Top: Improved pedestrian experience at Orford Road, Walthamstow  
 Middle: Step-free access at TfL stations  
 Bottom: New cycle bridges in Eindhoven





# An attractive and safe public realm

## Public realm design

The development of a high quality public realm at Kentish Town is critical to achieving a successful neighbourhood that is attractive to residents, and delivers wider health and wellbeing benefits. A public realm strategy should support a liveable neighbourhood that promotes cycling and walking, restrains vehicle traffic from the streets, reduces vehicle speeds, creates an attractive streetscape and supports climate change adaptation.

The Council will expect developers for each development area to deliver a high quality public realm strategy that is specific to Kentish Town, draws on its unique history and physical context and helps deliver the ambition to stitch the new neighbourhood into surrounding communities.

Streets should be legible, clutter free, and support ease of movement for all users with an appropriate waste management strategy in place.

It is important that the development areas are stitched into the surrounding communities so that the surrounding streets benefit from a similar quality and feel to the public realm that will be delivered within the development areas. Therefore the areas of Highgate Road, Kentish Town Road, Holmes Road and Gordon House Road that are within the framework area should be considered holistically within the development areas.

To achieve this holistic approach to public realm at Kentish Town, the Council expects the delivery of a public realm strategy for the streets and spaces within the framework area.



## Healthy streets

Camden's Local Plan sets out policies that prioritise sustainable and active travel options such as walking, cycling and public transport that will support the reduction in vehicle movements, impact positively on public health, support improvements to air quality and deliver attractive and safe neighbourhoods.

Policy T2 of the Local Plan requires that all new developments will be car-free and limit on-site parking to disabled spaces and essential operational or servicing needs.

Development in Kentish Town provides a significant opportunity to support the ten Healthy Street Indicators (Policy T2, Draft new London Plan) both within the framework area as well as positively impacting the surrounding streets.



Left: Van Gogh Walk, a resident-led community street and garden in Stockwell.

Above: Shared surface at Leonard Circus in Hackney, provides space for pop-up food stalls.

Top right: A play street designed by MUF at Kings Crescent, Hackney.

Bottom right: Sanlihe River Ecological Corridor in Quian is a popular space for children.







## 3.4

# Health and wellbeing

A socially mixed place that builds on the diverse community and distinctive character of Kentish Town, bringing residents, workers and visitors together with space and facilities to relax, play and interact enjoy cultural activities and events.

### Key objectives

#### 3.4.1 A sustainable neighbourhood

- Create a sustainable development that contributes towards the health and wellbeing of existing and new communities
- Create a zero emissions neighbourhood
- Improve air quality in Kentish Town

#### 3.4.2 Open spaces and play

- Provide a range of size and types of publicly accessible open spaces, including a significant amount of green space
- Deliver exciting, safe and integrated play space that creates a child friendly neighbourhood
- Enhance biodiversity across the neighbourhood by providing a range of habitat types
- Improve access to Hampstead Heath through new and improved walking and cycling routes

#### 3.4.3 A thriving community

- Deliver health/education and community facilities that are required to meet anticipated population growth
- Deliver provisions and provide opportunities for young people
- Build on the strong cultural infrastructure already in place within Kentish Town to provide educational, leisure and entertainment opportunities for local people and visitors to enjoy
- Explore ways to reduce the number of barriers to lead a healthy life, as identified by the Council's Physical Activity Needs Assessment, 2019



# A sustainable neighbourhood

In July 2019, Camden held the UK's first Citizens' Assembly on the climate crisis. The citizens' assembly agreed 17 actions that should be taken by residents, community groups, businesses and the council in Camden. Included in these actions were to make all new homes carbon zero, promote and trial car free zones and days, and for the Council to establish a Climate Emergency scrutiny panel made up of experts and residents.

On top of this, the air quality in certain parts of Kentish Town is poor and it was identified as a key issue during the consultation with the public. The

development at Kentish Town therefore offers a fantastic opportunity to address this key issue and the actions identified at the Citizens Assembly.

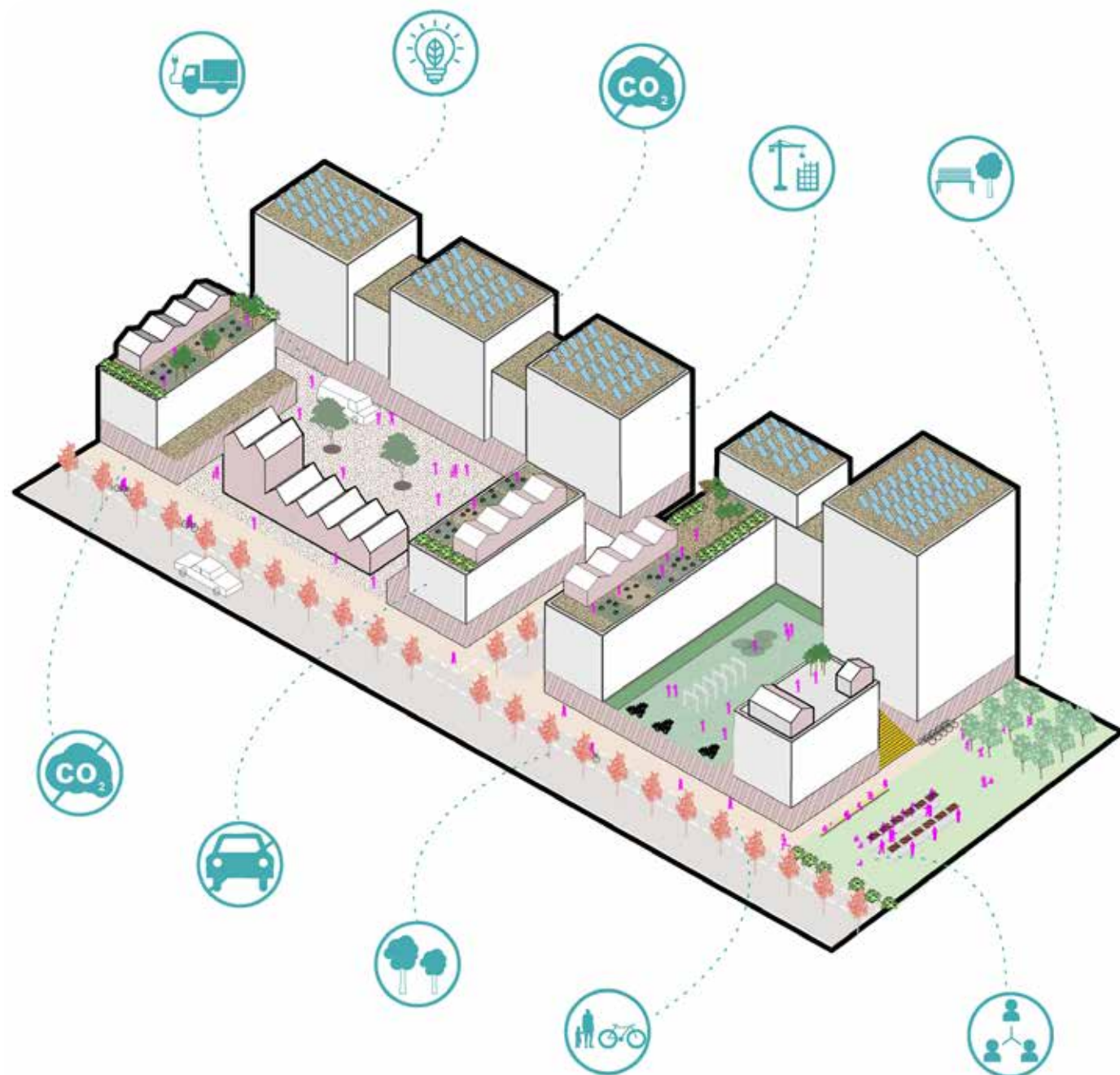
Comprehensive redevelopment within the framework area provides an opportunity to develop a Zero Emission Neighbourhood. This zone will prohibit the use of combustion-based fuels (natural gas, petrol, diesel) for heating and transport and require all buildings to comply with zero carbon standards. This has the potential to deliver an exemplary development in terms of improving local air quality, as well as minimising

CO2 emissions in the borough. Developing a Zero Emission Neighbourhood will address many of the recommendations put forward by Camden's Citizens' Assembly on how to tackle the Climate Crisis.

This is an ambitious proposal, but one that could be delivered over time through a phased approach and set the standards for future development throughout the borough. To deliver this ambition, the Council will work with the GLA and development partners to explore the measures illustrated below.

## Sustainable energy

The potential scale of development at Kentish Town offers the opportunity to develop an energy masterplan. This offers the potential to develop a single integrated system towards energy instead of a piecemeal, reactive approach to individual combined heat and power opportunities which fail to realise the full carbon reduction potential. The Council will work with the GLA to explore the opportunity of developing an energy masterplan for the framework area and surrounding areas.



### On site renewable energy

Development should maximise the use of on site renewable energy sources including PV panels, air and ground source heat pumps and other secondary heating opportunities.



### Zero emissions buildings

To significantly reduce the impact of heating systems on the environment, there will be no combustion based heating systems within either the residential or commercial properties at Kentish Town.



### Car-free housing

Development at Kentish Town will be car free. This will support improvement to the air quality and road congestion by reducing vehicle trips and encouraging sustainable and active forms of travel.



### Support social enterprise

Space should be provided to support social enterprise across the framework area ranging from pop-up markets, micro farming to affordable workspace and training opportunities.



### Freight consolidation

To reduce traffic and emissions within the neighbourhood, all freight and deliveries will be consolidated on the boundary of the site. Goods will then be delivered from this point using a zero-emission vehicle fleet.



### New walking and cycling routes

Extensive walking and cycling infrastructure will be provided across the site to promote safe, healthy and active journeys. Routes will be integrated with existing infrastructure connecting the site to local networks.



### Substantial number of new trees

Across the framework area, substantial numbers of new trees will be planted on streets, in parks and within building terraces and courtyards to increase urban greenery, support biodiversity and reduce air pollution.



### Sustainable building design and construction

Modern methods of construction should be considered that prioritise sustainable and low carbon materials. Building design should support low energy use, for example by maximising double aspect homes.



### New open spaces and enriched biodiversity

Development should deliver a series of new public open spaces, ranging from large parks to small pocket parks. Buildings should include planted courtyards, roof gardens and brown roofs. All should seek to increase biodiversity across the area.



# Open spaces and play

## A variety of new public spaces

The redevelopment of both development sites presents a significant opportunity to address the deficiency of open space in Kentish Town and provide high quality parks, play areas and a square that serves both existing and future communities.

Development in the area must:

- improve connections both into and through the area to improve accessibility to existing open spaces in the area, particularly Hampstead Heath
- deliver a substantial amount new open space in both development sites
- provide significant amounts of publicly accessible natural green space
- provide space for community growing projects
- provide space for outdoor sports
- provide areas for formal and informal play that addresses the needs of different age groups
- design small pocket parks to create quiet areas for reflection

## Community parks and gardens

A network of parks should be delivered across the neighbourhood. This should include a large neighbourhood park that allows for a range of activities located on the Regis Road site and that serves the wider area including local residents, businesses, shoppers and visitors. The Murphy site must deliver the Heath Line in addition to a series of open, green and civic spaces for local people.

Smaller local parks that provide local green space and play areas to serve local residents will be an important component of public space provision across the framework area. Both development areas must deliver a significant amount of open space in accordance with planning policy in addition to any new routes.

Parks and open spaces should be connected to create a network of linked open space. A network of parks will help to improve the ecology and biodiversity of the area. Community uses, growing spaces, pop-up activities and other activities that support social interaction should support and make use of the open spaces within the framework area.



Play spaces should be developed throughout the framework area and integrated into the public realm, open spaces and communal courtyards. The Council will encourage high quality and bespoke play space to attract children and families to become a valued part of the environment and improve the play offer more widely.

## Civic spaces

A key ambition of the Kentish Town Neighbourhood Plan is the creation of a new civic square around the junction of Kentish Town Road, Regis Road and Leighton Road (Policy SP1, KTNP). This would provide a new civic space for Kentish Town and provide space for daily activities, public information and events.

The Council will work with the community, the Neighbourhood Forums, GLA, TfL and Network Rail to understand the viability and deliverability of a square at Kentish Town and its appropriate location which could be tied into the development of step-free access at the station.



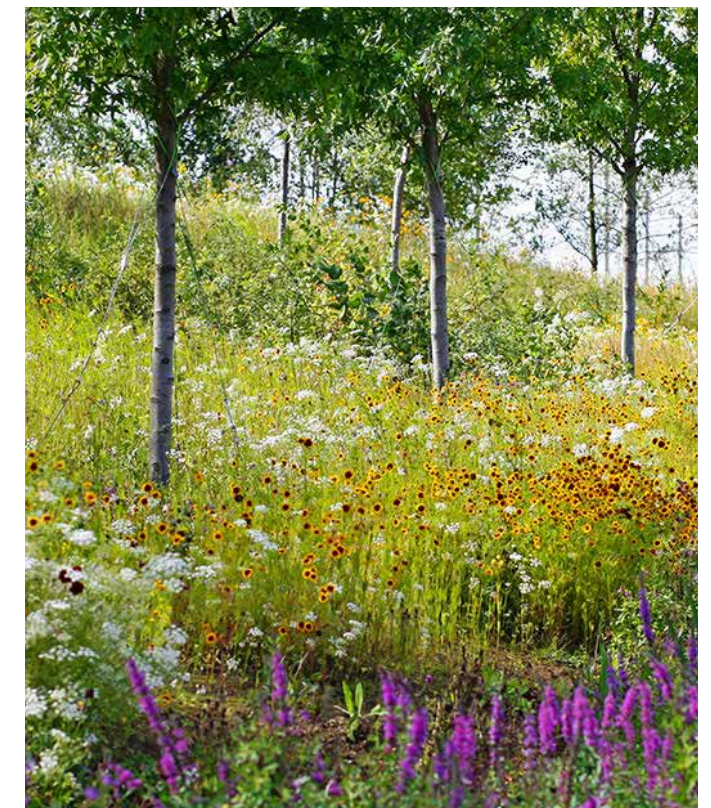
## Biodiversity

The area today has a rich biodiversity that includes areas of the Heath, railway corridors and nearby nature areas. This should inform a new green infrastructure network across the neighbourhood that supports enhances the quality of life and sustainability of the communities at Kentish Town.

Development at Kentish Town should support and enhance this green infrastructure by planning for green assets with a diversity of habitats throughout the public, communal and private open spaces. Buildings can also play an important part in green infrastructure and development should look at innovative ways to use rooftops and walls for greening and extending biodiverse corridors.

The ongoing success and sustainability should be planned from the outset, with a clear management and maintenance plan that includes monitoring biodiversity targets.

- Far left: New parklands at Kings Cross Central by Townshend Landscape Architects
- Left: Pocket garden, Holmes Road
- Right: Creating opportunities for food growing
- Far right: Planting for biodiversity at the Olympic Park, Stratford





# A thriving community

## Education

Camden undertakes thorough annual pupil place planning for primary and secondary schools. This takes into account the current capacity of schools, the projected future demand for places (over a ten year period), housing developments and a range of other factors across the borough and in localised areas. This also takes into account capacity in neighbouring areas such as Gospel Oak and potential cumulative effects from developments across a wider area.

The potential level of development in Kentish Town and associated population increase could be of a scale that requires an additional school, school expansions or remodelling. Particularly when considered cumulatively with potential development in the surrounding areas.

Current projections indicate that the on-site provision of a new school is unlikely to be required, but this will be revisited at the time of an application to identify whether additional school places at both primary and secondary level will be required.

Developers will be required to engage with the Council in the early stages of the planning process, to understand the latest projections and will be required to deliver the necessary school provision, through on-site provision and/or financial contributions as advised at the time. The Council will continue to explore the requirements for school place provision in this area and surrounding neighbourhoods, in consultation with the community and local schools and to work with developers to ensure that the appropriate provision is in place, to support the local community.

Camden aims to support education and learning for local people of all ages including early years, pre-school children and adults. The support provided is underpinned by inclusive learning approaches

that recognise the diversity of the community. Developers will be required to engage with the Council and local education and childcare providers to support educational provision for existing local residents and to accommodate future demand.

## Community facilities

Kentish Town benefits from a range of excellent community facilities. However in the context of constrained funding and with the expected population increase, there will be existing demand for community facilities and provision.

It is an ambition of the framework for the Council and developer to establish the requirements in terms of additional inclusive community provision including potential shared facilities and space on-site as part of a package of measures to promote health and well-being for the local community.

## Provisions for young people

Through the framework consultation process young people have said that they do not always feel comfortable visiting and using services outside of their immediate area. Any development will be expected to support and provide opportunities for young people which can include space for young people to create a positive environment outside of school and family.

## Health facilities

The Council's Local Plan seeks to improve and promote strong, vibrant and healthy communities through ensuring a high quality environment with local services to support health, social and cultural wellbeing and reduce inequalities.

The Council is working with the NHS Camden Clinical Commissioning Group to explore current and future projected needs in the area.

Development will be required to contribute towards health and wellbeing capacity in the area.

## Cultural offer

With an interesting cultural offer already in place in Kentish Town, development offers the potential to grow this sector and build on these strengths. This could provide educational, leisure and entertainment opportunities for local people and attract visitors. Hampstead Heath, Kentish Town City Farm, the O2 Forum and other venues already attract this type of activity. More residents, workers and visitors in the area could help to support local centres including Kentish Town High Street.

The opportunity to further reveal and open up the industrial heritage of the area, as outlined by the Makers Lane key move and the potential for temporary uses, is a further opportunity to build a rich cultural offer. The provision of a cinema and creative space close to the high street is a popular idea with the local community.

Any development will be expected to enhance the cultural offer of the area and a cultural strategy will be required setting out how the proposal meets the identified need in the local area.

## Leisure

Leisure centres are very popular and provide a variety of activities for a wide range of people, including hard to reach or under-represented groups. For instance, Kentish Town Sports Centre offers a swimming session for people who identify as transgender. The Council's objective is to ensure that access to leisure is local, tailored to community needs, welcoming, reaches those that need it most, offer opportunities to be social, and is simple. The development at Kentish Town therefore offers the opportunity to achieve these goals through leisure provision.

## Greenwood Centre

The Greenwood Centre is Camden's new community resource centre at Greenwood Place in Kentish Town which opened in February 2019.

The centre houses Camden's first ever Centre for Independent Living, led by disabled people, for disabled people and run by Camden voluntary sector disability organisations, under Camden Disability Action. It offers a range of services and activities that support independence, inclusion, health and wellbeing. The centre offers training and employment, encourages social enterprises to grow and supports people who live in Camden's community to stay and become more independent. It offers an opportunity for organisations led by the people who use the centre to manage and develop a place that truly responds to the needs of the people of Camden. Development at Kentish Town will be expected to foster links with the centre to ensure that the centre's users benefits from the development.



Far left: Kentish Town O2 Forum  
Left: Kentish Town City Farm







# Infrastructure and delivery

## Prioritising investment in the area

In developing this framework, the Council has worked with the community to identify and prioritise infrastructure items in order to deliver the benefits of development within Kentish Town.

Two priority pieces of physical infrastructure identified are a new pedestrian/cycle bridge over the Midland Mainline railway and a walk/cycleway above the railway connecting the Murphy site directly to Kentish Town.

These are considered essential in delivering the development at Kentish Town and will be key in unlocking the framework area and realising the benefits set out in this document subject to further feasibility and viability testing.

A public realm strategy and extension to Kentish Town Square are very important in further achieving the active travel ambitions of the new neighbourhood and ensuring that the developments physically stitches into the surrounding area. Kentish Town Square is also identified as a project

within the Kentish Town Neighbourhood Plan to account for the increased demand on the local area.

Infrastructure items have been categorised according to their relative importance in supporting growth, but importance does not necessarily indicate the order in which they should be delivered. This will be dependent on a range of factors: the type, timing and location of development which generates its need; aspirations to prepare sites to encourage investment; the sources/levels of funding available; and the support received from stakeholders.

## Community Infrastructure Levy

Camden adopted a Community Infrastructure Levy in 2015 and as such all liable development will be required to pay the CIL. It should be noted that CIL monies will provide only a limited level of funding in comparison to overall infrastructure costs and so many of the projects identified in this framework will also need to consider the availability of other funding sources. The Council will consider ring-

fencing available CIL monies within the local area in order to ensure necessary infrastructure has the best chance of being delivered.

## Planning permissions and S106 agreements

Section 106 Legal Agreements will be used to secure affordable housing, the provision of managed and/or low-cost workspace and physical and social infrastructure identified within this document along with any other relevant requirements.

Developers and partners will be required to work with the Council to develop delivery plans for infrastructure. These projects should include a fair and equitable framework for seeking contributions in accordance with this plan.

## Managing construction impacts

Construction activities can have significant impacts on surrounding communities, particularly in relation to impacts on roads, noise and air quality. The Council will seek to ensure that growth at Kentish Town is delivered in a way that minimises these impacts, both for construction on site and the transport arrangements for servicing. The developer will be required to consult on and prepare a Construction Management Plan (CMP), supported by the payment of a CMP implementation contribution along with other measures such as the setting up of a construction liaison group to ensure that contractors are working together to consider and minimise potential cumulative impacts as far as possible.

## Phasing

The Council encourages appropriate phasing for the two sites. Plot-by-plot or piecemeal redevelopment proposals will not be acceptable and will be resisted. The Council expects the full extent of the Heath Line to be delivered as part of a first of development.

## Facilitating delivery

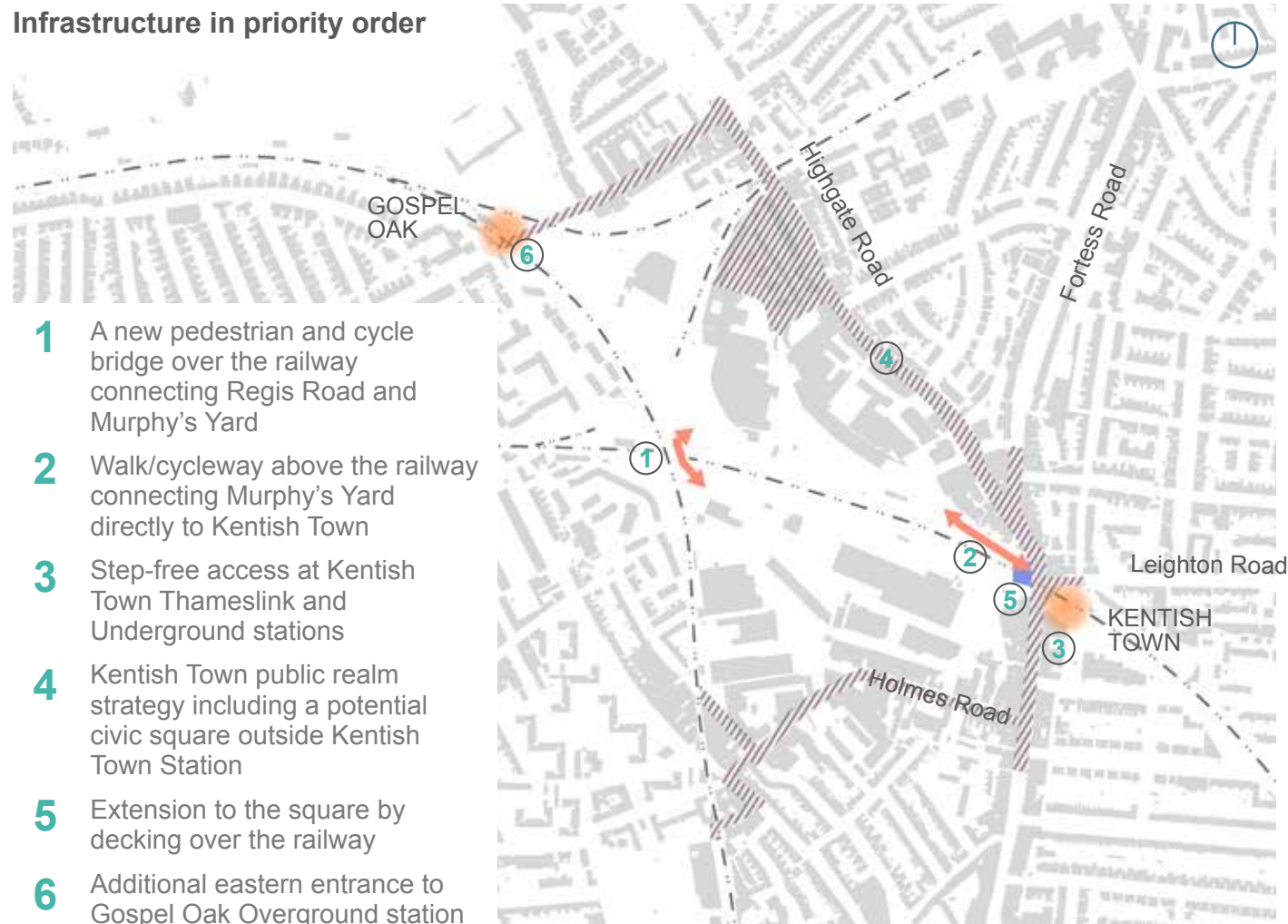
As well as planning comprehensively for the area, delivery will be expected to be comprehensive. With multiple landowners at Regis Road, the situation is more complex and landowner collaboration and land assembly is likely to be required to provide the comprehensive approach.

The Council is in the process of exploring the delivery options, working closely with the GLA and conversations are already underway with Murphy.

A plan for delivery will need to be developed. The Council is therefore in the process of exploring its options to support development within the framework area, which may include compulsory purchase powers should this be required and considered appropriate, to help enable development.

The Council's aim is for development to be facilitated by agreement between all relevant parties. The role of landowners is central to this, with collaboration vital for the regeneration opportunities to be realised.

## Infrastructure in priority order



Approximate landownership parcels within the Regis Road Growth Area and Murphy site





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