



Camley Street & St Pancras Way Area

Policy CSP1 – Camley Street and St Pancras Way Area

6.1 The Camley Street and St Pancras Way Area (shown in Figure 6.1) is located on the edge of London's central activities zone in close proximity to Kings Cross and St Pancras station. Over recent years the area surrounding Camley Street and St Pancras Way has been dramatically transformed with the redevelopment of King's Cross Central, the emergence of the Knowledge Quarter and the strengthened role of Camden Town as a major tourist destination with its market and as a hub for creative industries. Whilst the area sits in a wider area of major transformation, it feels divorced from it. Redevelopment has the potential to integrate the area with the wider surrounding areas of change, whilst helping it become a more attractive and recognisable place in its own right – and a more successful neighbourhood and place for living and working.

6.2 Proposals for this area will be considered having regard to Policy CSP1, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

New neighbourhood

6.3 The Camley Street and St Pancras Way Area overlaps with two designated Neighbourhood Areas. It includes all the Camley Street Neighbourhood Area and a small part of the Somers Town Neighbourhood Area. At the time of writing neither

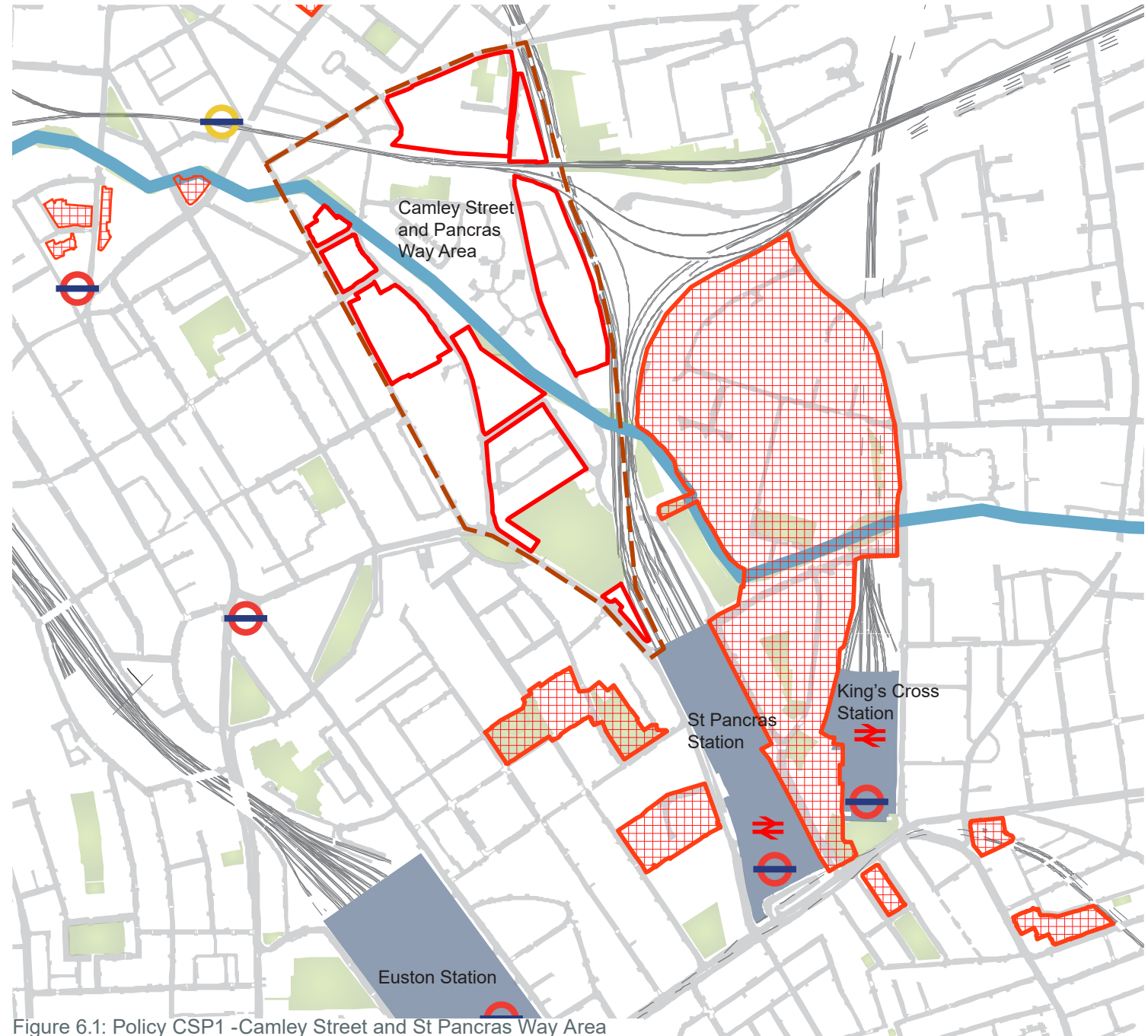


Figure 6.1: Policy CSP1 -Camley Street and St Pancras Way Area

Policy CSP1

Camley Street and St Pancras Way Area has the potential to strengthen its role as an employment location and deliver a significant increase in the number, mix and affordability of homes in the area. To enable the area to fully realise its potential and become a more distinctive, vibrant and mixed urban neighbourhood, development within the area must:

- Demonstrate how they have been prepared in an integrated way to optimise the use of land and coordinate development proposals through engagement with adjacent landowners and key stakeholders including local residents and businesses
- Take account of and respond to the underlying historic railway industry and canal side character of the area
- Contribute towards the development of new and improved pedestrian and cycle links within the growth area and across to Camden Town, Somers Town, King's Cross and Euston, including the creation of a new canal crossing and supporting the development of the Camden High Line
- Maximise on-site opportunities for urban greening and coordinate the delivery of an area-wide network of public green routes and spaces
- Ensure that at least 50 percent of additional floorspace on each individual site is provided as permanent self-contained housing. In circumstances where on-site delivery is not appropriate and/or practical, the Council will seek provision of housing on an alternative site nearby, or exceptionally a payment-in-lieu
- Minimise the impacts of operational vehicles, parking and servicing on existing streets by coordinating and incorporating shared access points and off-street servicing arrangements with compatible neighbouring uses.

Identified development sites within the Camley Street and St Pancras Area must, in addition to fulfilling the criteria in this policy, also meet the criteria set out in any relevant site specific policies.

Development proposals on non-allocated sites within the area should contribute to the principles set out above where these are relevant to the development and commensurate with its nature and scale.

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| Area name | Camley Street and Pancras Way |
| Area size | 34.5 ha |
| Indicative housing capacity | 1750 additional homes |

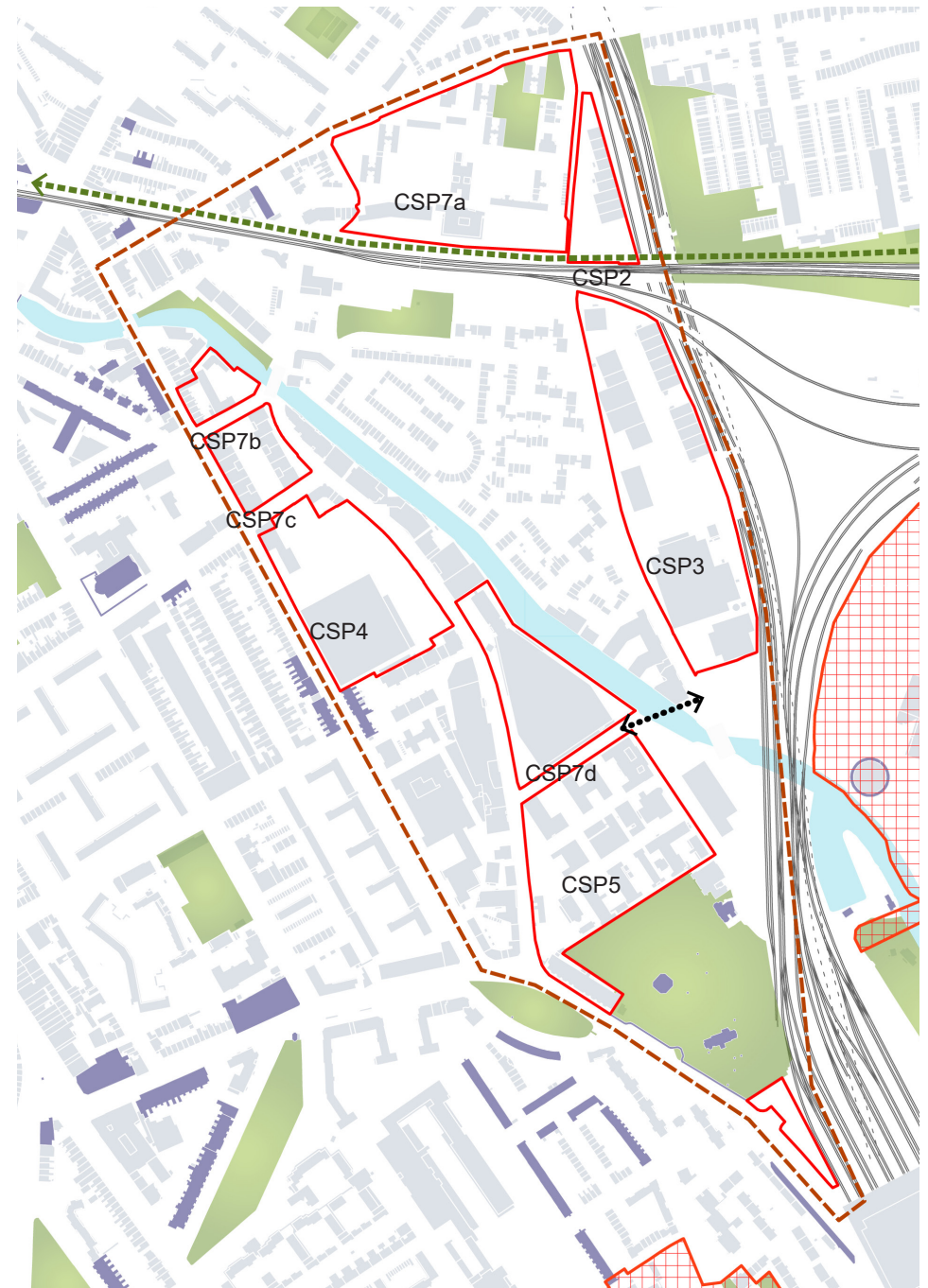


Figure 6.2: Policy CSP1 - Camley Street and St Pancras Way Area

of these areas have adopted Neighbourhood Plans. However, the Camley Street Neighbourhood Development Plan (CSNDP) which covers the housing area of Elm Village and employment sites on Camley Street is at an advanced stage and is expected to be submitted for independent examination late 2019. The submitted version of CSNDP focuses on the transformation of the Camley Street area into a mixed community providing a range of industrial and commercial spaces, new dwellings and new social and community infrastructure. This policy is consistent with this aspiration and seeks to set it within the context of development interest in the wider area of change which includes sites along St Pancras Way.

6.4 The Council is preparing a supplementary planning document for the Camley Street and St Pancras Way area to provide further detailed guidance on the redevelopment of the area, consistent with this allocation. The vision for Camley Street and St Pancras Way set out in the emerging supplementary planning document focuses on three elements: realising the areas potential; making connections; and creating better places for people. Development proposals should be informed by the framework, which will be a material consideration in the assessment of planning applications for sites in the area.

6.5 The Camley Street and St Pancras Way area already contains

a mix of different uses including a number of established industrial spaces. This policy seeks to intensive existing uses and bring them forward in a more varied and better-designed way. Redevelopment schemes to the south of Camley Street are beginning to create a more animated and urban street edge, addressing the street and canal more positively and improving integration with the surrounding area. Proposed mixed-use schemes at the “Ugly Brown Building” and St Pancras Commercial Centre sites would open up new pedestrian routes and public spaces.

6.6 Given the number of potential development sites in this area it is important that development proposals take existing and emerging proposals for neighbouring sites into account. This ensures that development across the area is brought forward in a coordinated and integrated way.

Making connections

6.7 Shaped by its history of development, the overall area is characterised by buildings, uses and boundaries which turn their back to streets, spaces and people passing through. Walking and cycling routes across the area are not accessible and/or difficult to interpret and navigate. Links to the wider area and supporting infrastructure such as parks, local shops, schools, and community and sports facilities are also poor.

6.8 Making the area more connected, accessible and inviting

will help to support growth and ensure that existing and new residents and workers are able to access social and transport infrastructure more easily. In addition, new facilities/services and employment opportunities within the area will also become more accessible to surrounding communities such as King’s Cross, Somers Town and Camden Town.

Quality of place

6.9 The character of the area is in large part a result of its railway and canal related industrial past. This has resulted in a mixture of building styles, heights, massing and site plots to accommodate a range of different uses including industrial.

6.10 Within the area there are a number of buildings/sites that would benefit from significant redevelopment to make a more efficient use of land. If these sites are redeveloped it is important that the underlying industrial character of the place and its relationship to the canal is reinforced through the design of new uses, buildings and site layouts.

6.11 All space in between buildings should be carefully considered, creating a network of engaging and inclusive spaces and routes that add to the neighbourhood’s sense of identity, are safe and secure and make the most of existing heritage and natural assets in the area.

Other considerations

6.12 Alongside the emerging Neighbourhood Plan, to further inform the design and redevelopment of the area the Council is also in the process of preparing supplementary planning guidance for the Camley Street Area. When this guidance is adopted it will become a material consideration in the assessment of planning applications for sites in the area.

6.13 Major proposals for this area will be considered having regard to Policy CSPA1, all relevant development plan policies including site specific policies set out later in this section and any other relevant material considerations.

Question box

Q38. Do you support Policy CSP1? If not, what changes are needed and why?

Q39. What do you think the infrastructure priorities should be for this area allocation and why?

Q40. Is the boundary shown in Figure 6.1 appropriate in the context of Policy CSP1? If not, what changes are needed and why?

Q41. Are there any other key sites which should be referred to in Figure 6.2? If yes, please include additional information about the site. If it is a site which has been discounted by the authority during the assessment process please state the site reference and name. If the site is a new site please state the site address, a clear description of the type and scale of development that you believe could be accommodated on the site, and if possible attach a site plan.



Policy CSP2 120-136 Camley Street

6.14 120-136 Camley Street (shown in Figure 6.3) is a key northern gateway location into the overall area. The site is located adjacent to Agar Grove Estate which is currently in the process of being redeveloped. It is also a potential access point for

the proposed Camden High Line, a pedestrian greenway linking Camden Town to King's Cross that would utilise a disused railway line and land that runs alongside the existing Overground route.

Policy CSP2

120-136 Camley Street, is allocated for a mixed-use development comprising employment floorspace, self-contained homes and retail floorspace. Development must be in accordance with Policy CSP1 and in addition must:

- a. Embrace its role as a gateway location and seek to create a stronger entrance into the wider growth area
- b. Seek to facilitate future access to the Camden 'High-Line' route
- c. Contribute towards public realm and connectivity enhancement projects along Camley Street including:
 - the provision of a new public space to improve the arrival experience into Camley Street from Agar Grove and the approach from the south under the adjacent bridge
 - a new or improved pedestrian route to Maiden Lane Estate
 - improvements to the North Camley Street bridge underpass including opportunities to open up adjacent railway arches

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| Site address | 120-136 Camley Street |
| Site area (ha) | 0.5 |
| Proposed uses | Employment (light industry, maker spaces, offices), self-contained homes |
| Indicative housing capacity | 110 additional homes |

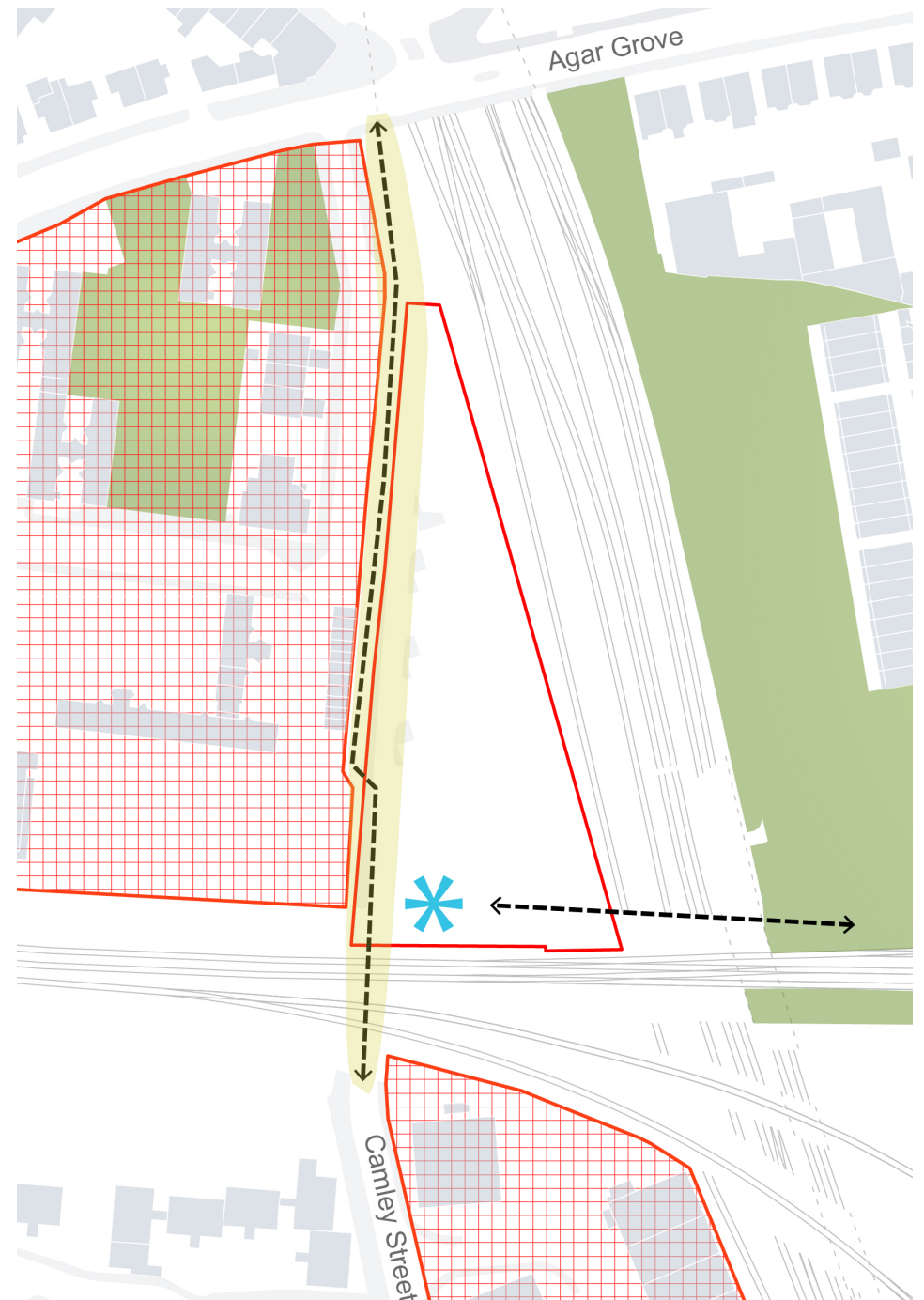


Figure 6.3: Policy CSP2 - 120-136 Camley Street

6.15 Proposals for this site will be considered having regard to Policy CSP2, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.16 120-136 Camley Street is currently occupied by several small-scale light industrial workshop units sitting below street level. The site sits alongside the Agar Grove Estate which is being redeveloped and an important north-south cycle route. The site's current layout and design does

not reflect its prominent position at the northern end of Camley Street, and fails to positively contribute towards the character of the wider area. Its poor design also contributes towards environmental problems such as abandoned cars and fly tipping. It is important that the future design and layout of new development is inviting, safe and promotes a strong sense of arrival helping to draw more people into and through the area. There are a number of ways that this could be achieved including an attractively remodelled walking and cycle route, enhanced urban greening and the

creation of a vastly improved public realm. Development of the site should strongly relate and connect to the Agar Grove estate. A new two sided pedestrian and cycling street should be created through new site levels, buildings and remodelled cycle route.

6.17 In accordance, with other policies in the development plan it will be expected that the employment floorspace will be reprovided or intensified on-site with no net loss. While reprovion of employment space is important this policy seeks to encourage that a substantive part

of the additional floorspace brought forward on this site is provided as self-contained homes.

6.18 Increasing the number of new homes in this location alongside better designed workspaces will also help create more sustained patterns of activity throughout the day and improve safety through increased natural surveillance over the footbridge link to Maiden Lane and the area around the northern Camley Street bridge underpass.

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• Question box

• Q42. Do you support Policy CSP2? If not, what changes are needed and why?

• Q43. Is the boundary shown in Figure 6.3 appropriate in the context of Policy CSP2? If not, what changes are needed and why?

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Policy CSP3 – 104-114 Camley Street

6.19 104-114 Camley Street and Cedar Way Industrial Estate (shown in Figure 6.4) is nestled between Camley Street to the west and railway lines to the north and east. To the north of the site is the 120-136 Camley Street development site (Policy CSP2) and the Agar Grove

redevelopment site and to the south is a trio of newly developed sites that contain a mix of self-contained homes and student units, alongside retail and work spaces focussed on small business incubator and move-on spaces.

Policy CSP3

The 104-114 Camley Street and Cedar Way Industrial Estate site is allocated for a mixed-use development comprising of employment floorspace and permanent self-contained homes, with opportunities for small-scale supporting uses like retail, leisure or community. Development proposals must be in accordance with Policy CSP1 and in addition must:

- a. Demonstrate that they have been prepared in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. Proposals for individual development parcels must not compromise or prejudice the aspirations for the wider site and growth area and/or the delivery of adjacent development parcels
- b. Make more efficient use of the land available through the inclusion of, for example, mixed-use buildings, shared service areas and usable roof spaces
- c. Be designed so that new housing, employment and other appropriate uses can function as compatible neighbours
- d. Seek to provide a variety of employment spaces and facilities that meet the needs of both new and existing business uses, such as light industrial and distribution, designer/makers, creative industries and knowledge economy uses
- e. Establish a series of integrated new routes and spaces of different forms and functions across the site including places to relax, play and grow food
- f. Contribute towards public realm and connectivity enhancement projects along Camley Street including:
 - the provision of a new and improved public realm and spaces to improve the arrival experience into Camley Street from all directions: from Agar Grove, Barker Drive and approaches from the south
 - Using existing trees and new urban greening to strengthen Camley Street as a pleasant, attractive and green walking and cycling route

- A new or improved pedestrian route to Maiden Lane Estate
- Improvements to the North Camley Street bridge underpass including opportunities to open up adjacent railway arches
- A new canal bridge linking Camley Street to St Pancras Way

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| Site address | 104-114 Camley Street and Cedar Way Industrial Estate |
| Site area (ha) | 2.5 ha |
| Proposed uses | Employment (light industry, maker spaces, office), self-contained homes |
| Indicative housing capacity | 750 additional homes |

6.20 Proposals for 104-114 Camley Street and Cedar Way Industrial Estate will be considered having regard to Policy CSP3, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.21 The site is a non-designated industrial area occupied by low-rise commercial units of varying condition and currently home to a range of uses, including vehicle repairs/ maintenance, food processing and supplies, designers and model maker, wholesale warehousing and distribution, offices and Council related contractor facilities. In London, there are growing pressures on industrial land. Existing employment sites are being lost to alternative more profitable uses yet demand for space to accommodate businesses serving London's growing population and economy is increasing. Lack of available space and increased rents are pushing businesses further

out with impacts on traffic congestion and carbon emissions.

6.22 A comprehensive and integrated approach to redevelopment of this site would provide an opportunity to intensify existing employment uses alongside the introduction of a substantial number of homes, open space and other complementary and supporting services and uses. Ultimately, this means bringing new homes and further jobs together where more people can live and work alongside each other. This can be achieved with new, integrated typologies — integrated in terms of a mix of uses within individual buildings, development parcels and across the site in its entirety and also through the creation of new routes and spaces and more efficient shared servicing, access points and facilities.



Figure 6.4: Policy CSP3 - 104 - 114 Camley Street

6.23 120-136 Camley Street and Cedar Way Industrial Estate forms part of Camden's Community Investment Programme (CIP). The Council also owns the freeholds of the adjacent sites at 104, 106 and 108-114 Camley Street, which are held on long leases and are occupied by warehouse units, where some owners and occupiers are also considering future plans. It is essential that redevelopment options for development parcels within the site should be designed in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. This should shape the appropriate and compatible design and architectural approaches to the layout of sites, new buildings and the spaces around them. It is also important that proposals for individual development parcels do not compromise or prejudice the delivery of adjacent development parcels.

6.24 Proposals should respect and reinforce the qualities of Camley Street, characterised by being wide and lined by mature trees. This can

be achieved by more active frontages addressing the street, urban greening, high-quality public realm on both sides of the street — making it more active and engaging. Opportunities to unlock east-west connections should also be explored, enhancing links between other developments, neighbourhoods and new homes and employment spaces and improving access to nearby community facilities.

6.25 Open space will be an integral part of the coherent and collaborative planning and design for new development. Planning for the spaces between buildings should reflect the same level of consideration as that of building design, in that each space should have a specific purpose. The type and level of provision will depend on the specific characteristics of development, the site and its context. The scope for significant redevelopment across these sites creates the opportunities to deliver a variety of urban greening measures and range of informal/formal open, green and play spaces.

Question box

- Q44. Do you support Policy CSP3? If not, what changes are needed and why?
- Q45. Is the boundary shown in Figure 6.4 appropriate in the context of Policy CSP3? If not, what changes are needed and why?

Policy CSP4 – Parcelforce and ATS Tyre Site

6.26 The Parcelforce and ATS Tyre site (shown in Figure 6.5) sits between Royal College Street and St Pancras Way which are both busy north to south vehicular routes through the area. The majority of the site has been used as a parcel sorting

office and depot for many years and is occupied by a large two storey building and a substantial yard/car park. The other part of the site was formerly used for car maintenance and MOT operations.

Policy CSP4

The Parcelforce and ATS Tyre site, is allocated for a mixed-use development comprising of employment floorspace and permanent self-contained homes. Development proposals must be in accordance with Policy CSP1 and in addition must:

- Demonstrate that they have been prepared in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. Proposals for individual development parcels must be compatible with and facilitate the aspirations for the wider site and growth area and/or the delivery of adjacent development parcels
- Integrate better with the surrounding area through a permeable layout and finer grain of building blocks and creation of new public routes and spaces through the site, including a direct east-west pedestrian and cycle route connecting St Pancras Way and Royal College Street
- Explore opportunities to link through existing development to the south to facilitate a north-site route through the site
- Make provision for an inclusive public green space on site
- Create more active and engaging street level elevations and frontages around the site, particularly those addressing St Pancras Way and Royal College Street
- Use opportunities to set back building lines to accommodate urban greening and street tree planting.

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| Site address | 24 - 86 Royal College Street |
| Site area (ha) | 1.53 ha |
| Proposed uses | Employment (depot, light industrial), self-contained homes |
| Indicative housing capacity | 250 additional homes |

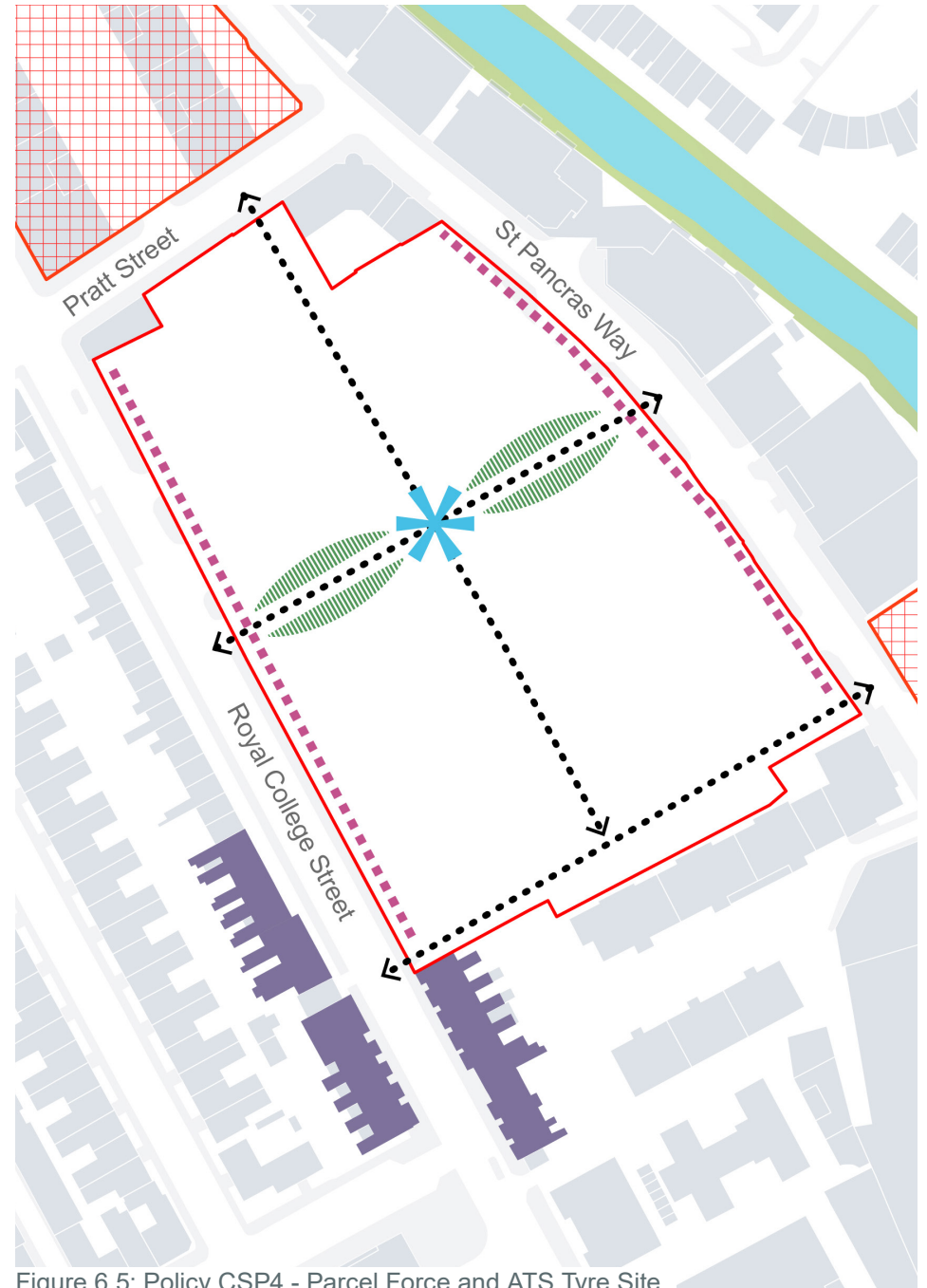


Figure 6.5: Policy CSP4 - Parcel Force and ATS Tyre Site

6.27 Proposals for this site will be considered having regard to Policy CSP4, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.28 The Parcelforce and ATS Tyre site is a relatively large site that offers considerable opportunities for a new site layout and new uses. There is also opportunity to add to an emerging network of routes and public spaces linked with the Ugly Brown Building development site to the south-east and to improve routes towards Camden Town.

6.29 Whilst the existing buildings are not within a conservation area and are not identified as a heritage asset, the site is in close proximity to Regent's Canal and King's Cross St Pancras Conservation Areas. A number of properties on Royal College Street and Pratt Street are Grade II listed.

6.30 The comprehensive redevelopment of this site would provide an opportunity to intensify employment uses alongside the introduction of a substantial number of homes, open space and community uses. The new homes should be located and designed to

be compatible with the continued operation of businesses. In accordance with other policies in the development plan the existing employment floorspace should be reprovided or intensified on-site with no net loss.

6.31 The site is currently split between several landowners. It is essential that redevelopment options for development parcels are brought forward in a coordinated way and are conceived and designed to integrate with existing and emerging proposals on other development parcels. This should shape the appropriate and compatible design and architectural

approaches to the layout of sites, new buildings and the spaces around them.

6.32 Open space must be an integral part of any new development. Given the size of this site, the uses proposed and potential capacity, it is important that proposals for the site's redevelopment make provision for an inclusive public green space that encourages social interaction.

Question box

Q46. Do you support Policy CSP4? If not, what changes are needed and why?

Q47. Is the boundary shown in Figure 6.5 appropriate in the context of Policy CSP4? If not, what changes are needed and why?

Policy CSP5 – St Pancras Hospital

6.33 St Pancras Hospital sits in a prominent location on St Pancras Way. St Pancras Church and Gardens sit to the south of the site and to the north is the Ugly Brown Building development site. The site

is bounded by long expanses of high walls with access to the Pancras Way frontage and the rear of the building on Granary Street which links onto Camley Street and the existing bridge across the canal.

Policy CSP5

The St Pancras Hospital site is allocated for a mixed-use development consisting of health, housing and commercial uses, especially those that support the development of the knowledge quarter innovation district. Development proposals must be in accordance with Policy CSP1 and in addition must:

- a. Demonstrate that they have been prepared in a coordinated and integrated way with involvement from relevant landowners and other key stakeholders. Proposals for individual development parcels must not compromise or prejudice the aspirations for the wider site and growth area and/or the delivery of adjacent development parcels
- b. Retain and reuse key buildings of significant heritage or townscape value
- c. Explore opportunities to create a more active and engaging street edge along Granary Street and onto St Pancras Way
- d. Create new east-west public routes including connecting St Pancras Way through to Granary Street, 101 Camley Street and the canal
- e. Create north-south routes including connecting St Pancras Gardens with the adjacent development site to the north of Granary Street
- f. Use redevelopment to open up opportunities to integrate landscaping proposals between the north-east corner of the site and public realm spaces created at 101 Camley Street and “Ugly Brown Building” to optimise the quality of open space provision and help facilitate a potential new canal crossing
- g. Reinforce the role of the Granary Street/Camley Street junction as a key gateway location
- h. Improve the visual relationship to and access from northern Somers Town

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| Site address | St Pancras Hospital, 4 St Pancras Way, NW1 0PE |
| Site area (ha) | 2.17 ha |
| Proposed uses | Health, self-contained homes, employment (knowledge quarter uses) |
| Indicative housing capacity | 200 additional homes |



Figure 6.6: Policy CSP5 - St Pancras Hospital

6.34 Proposals for this site will be considered having regard to Policy CSP5, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.35 The St Pancras Hospital has been part of the NHS since 1951 and different health and medical related activities have operated out of different buildings and parts of the site. Part of the site was previously occupied by the North London Hospital for Tropical Diseases and it was formerly the St Pancras Workhouse which dated back to circa 1777.

6.36 The site is currently owned and used by the Camden and Islington NHS Foundation Trust. The Trust recognise that the facilities at St Pancras Hospital are no longer fit for purpose and fail to provide a therapeutic environment for care. In response, the Trust has started drawing up plans to redevelop the St Pancras Hospital site and reprovide inpatient facilities at a new purpose-built site adjacent to the Whittington Hospital. Some outpatient services will continue to be provided but in a more modern building. As part of a wider estate reorganisation the Trust are also looking to move services from smaller Trust sites to three new purpose built mental health and wellbeing hubs.

6.37 The NHS in north central London is working with NHS England Specialised commissioning, in partnership with Moorfields Eye Hospital, University College London (UCL) and Moorfields Eye Charity, to develop proposals for bringing together services from Moorfields' main City Road hospital site and the UCL Institute of Ophthalmology in a new purpose-built centre. Their preferred location for this facility is the St Pancras Hospital site.

6.38 While this policy supports the continued use of the site for health purposes it is important that this use is not planned for in isolation and that proposals to redevelop the site are developed in a comprehensive and coordinated way. This will ensure that redevelopment options for development parcels make efficient use of the land available and that design and architectural approaches to the layout of sites, new buildings and the spaces around them are compatible.

6.39 The site is within the St. Pancras Gardens sub-area of the King's Cross and St. Pancras conservation area and adjacent to the Regent's Canal conservation area. The King's Cross and St. Pancras conservation area appraisal identifies a number of positive contributors within and adjacent to the site. The appraisal notes that the East and West Hospital Wings, Residence Building around the edge of the listed St Pancras Gardens are arguably

the most cohesive and important collection of buildings on the site and that the water tower in the central section is a distinct landmark. The surrounding wall is also identified as a streetscape element making a positive contribution. In line with national and local policy there would be a general presumption in favour of retention of these buildings.

6.40 Granary Street runs alongside the currently inactive edges of the hospital site and is effectively a service road to Camley Street. Development of this site and the adjacent Ugly Brown Building site will open up opportunities to create clearer, more direct and active routes via Granary Street to/from the canal and Camley Street beyond.

Question box

Q48. Do you support Policy CSP5? If not, what changes are needed and why?

Q49. Is the boundary shown in Figure 6.6 appropriate in the context of Policy CSP5? If not, what changes are needed and why?



Policy CSP6 – Shorebase Access Site

6.41 The Shorebase Access Site is located just south of St Pancras Gardens. This open area of land currently serves an access and maintenance function for adjacent railway infrastructure.

Policy CSP6

The Shorebase Access Site is allocated for a housing-led mixed-use development. Development must be in accordance with Policy CSP1 and in addition must:

- a. Respect the view and setting of St Pancras Old Church
- b. Explore opportunities to create new accessible southern access into St Pancras Gardens
- c. Create an active and engaging street edge addressing Pancras Road

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| Site address | Shorebase Access Land, Pancras Road, London, NW1 1UN |
| Site area (ha) | 0.19 ha |
| Proposed uses | Self-contained homes, offices |
| Indicative housing capacity | 25 additional homes |

6.42 Proposals for this site will be considered having regard to Policy CSP6, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

Rail to access the railway tracks at St Pancras Station. Although the site is relatively small in scale there is the potential for it to be redeveloped and still be used by Network Rail as an access point.

6.43 The Shorebase Access site is an undeveloped parcel of land surrounded by large fences and gates. It is currently used by Network

6.44 There are a mix of uses around the site directly opposite there is a series of small-scale retail units with housing behind the retail and further along Pancras Road.

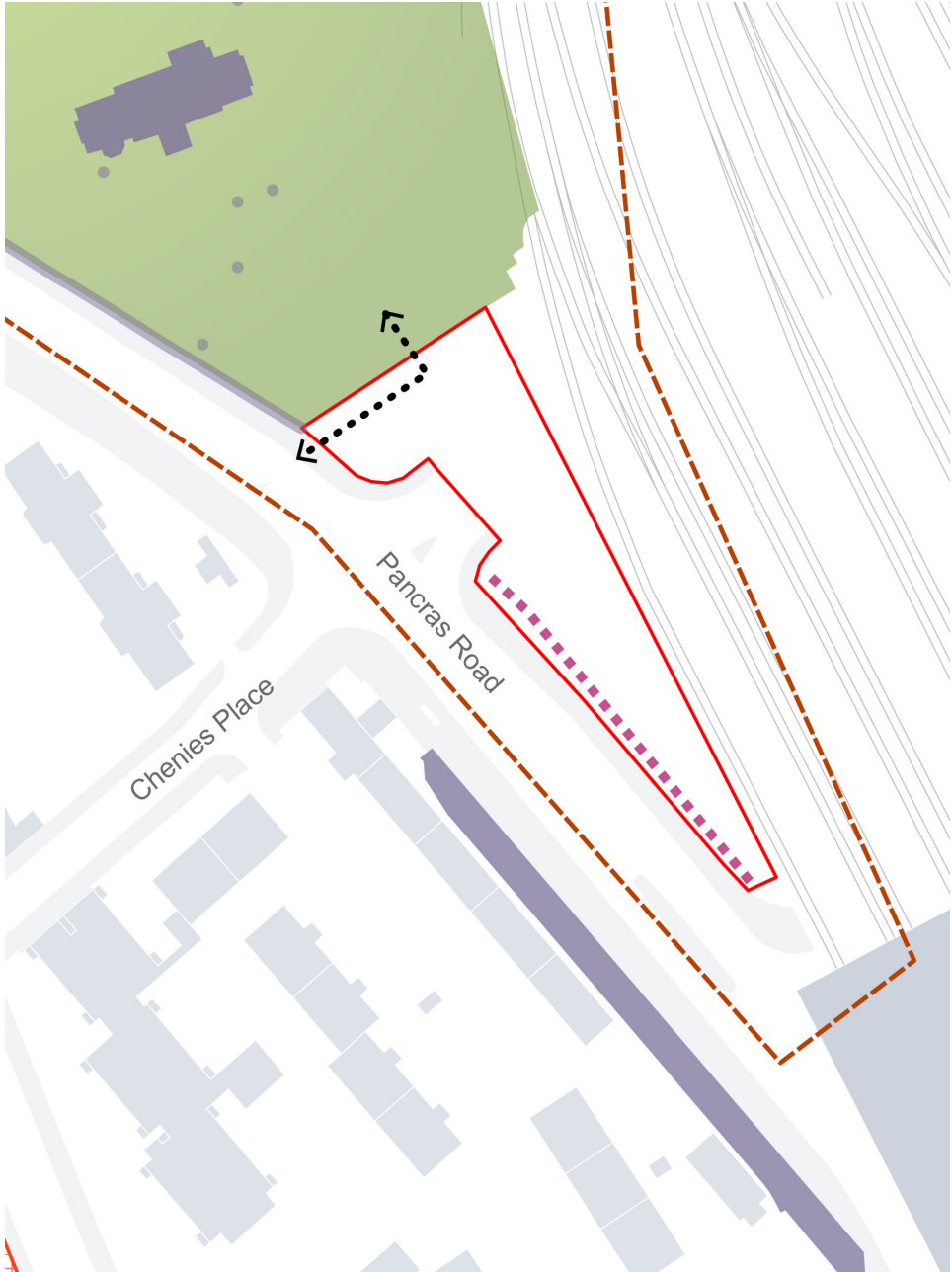


Figure 6.7: Policy CSP6 - Shorebase Access Site

Although the site is considered a suitable location for both commercial and residential development the preference is for the scheme to be housing led.

6.45 It is important that development proposals appreciate

the site's prominent location on Pancras Road and its proximity to St Pancras Gardens by creating a more active and engaging street edge addressing Pancras Road and explore opportunities to create a new accessible southern access into St Pancras Gardens.

Question box

Q50. Do you support Policy CSP6? If not, what changes are needed and why?

Q51. Is the boundary shown in Figure 6.7 appropriate in the context of Policy CSP6? If not, what changes are needed and why?



Policy CSP7 – Other development sites in the Camley

6.46 Proposals for this site will be considered having regard to Policy CSP6, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

6.47 Proposals for sites identified in Figure 6.8 will be considered having regard to Policies CSP1 and CSP7, any other relevant policies in this Site Allocations Local Plan, all relevant development plan policies and any other relevant material considerations.

Policy CSP7

Sites identified in Figure 6.8 will be safeguarded for the use(s) for which they have been allocated.

Figure 6.8 – Other development sites in the Camley Street and St Pancras Area

| Allocation reference | Site name | Proposed uses | Indicative Housing Capacity (net gain) |
|----------------------|------------------------------|-----------------------------------|--|
| CSP7a | Agar Grove Estate | Housing | 493 (244) |
| CSP7b | Bangor Wharf | Commercial Housing | 40 |
| CSP7c | St Pancras Commercial Centre | Commercial Housing | 35 |
| CSP7d | Ugly Brown Building | Commercial Retail/Leisure Housing | 73 |

Question box

- Q52. Do you support Policy CPS7? If not, what changes are needed and why?
- Q53. Are the boundaries shown in Figure 6.8 appropriate in the context of Policy CPS7? If not, what changes are needed and why?

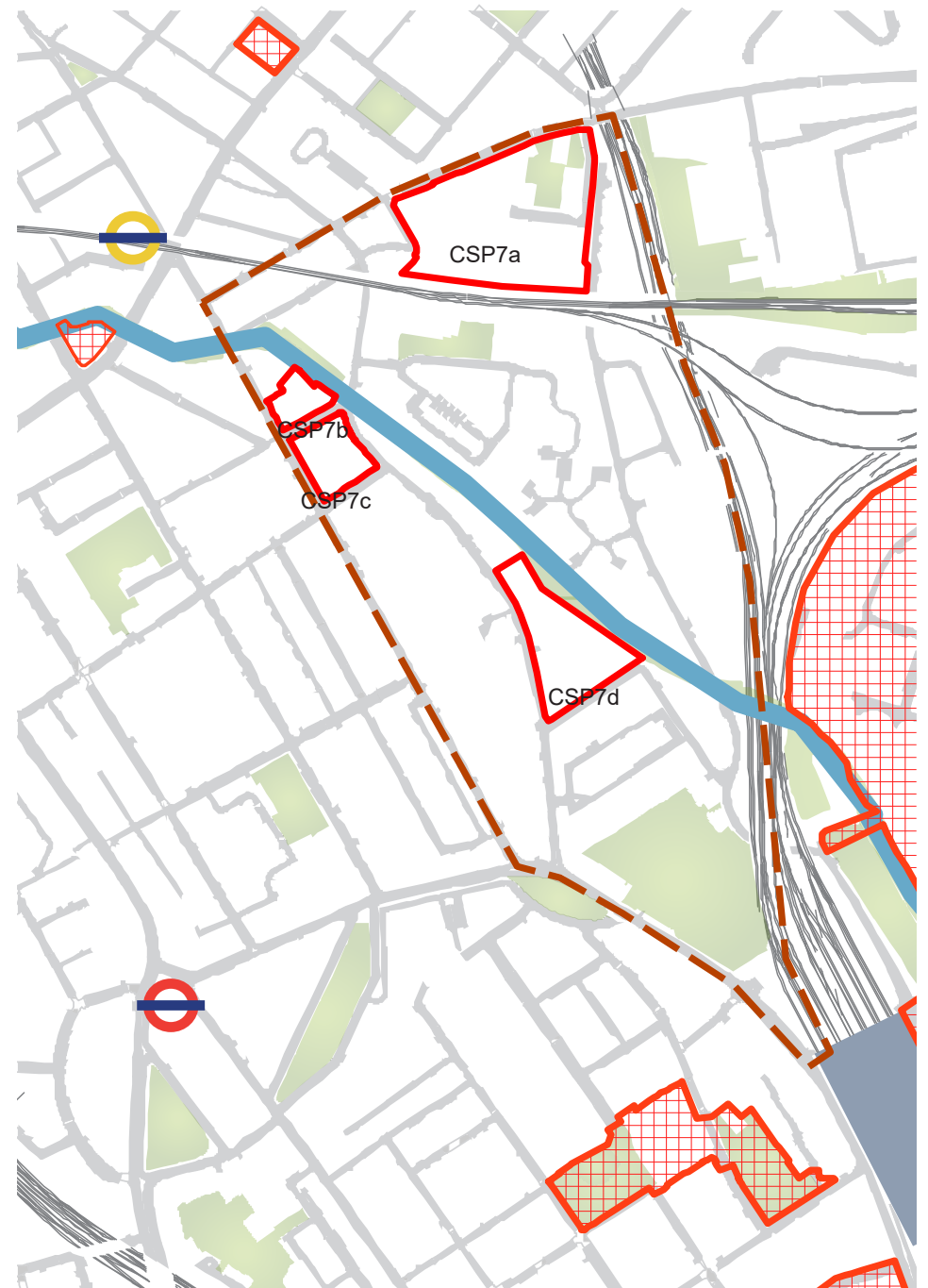


Figure 6.8: Policy CSP7 - Other development sites