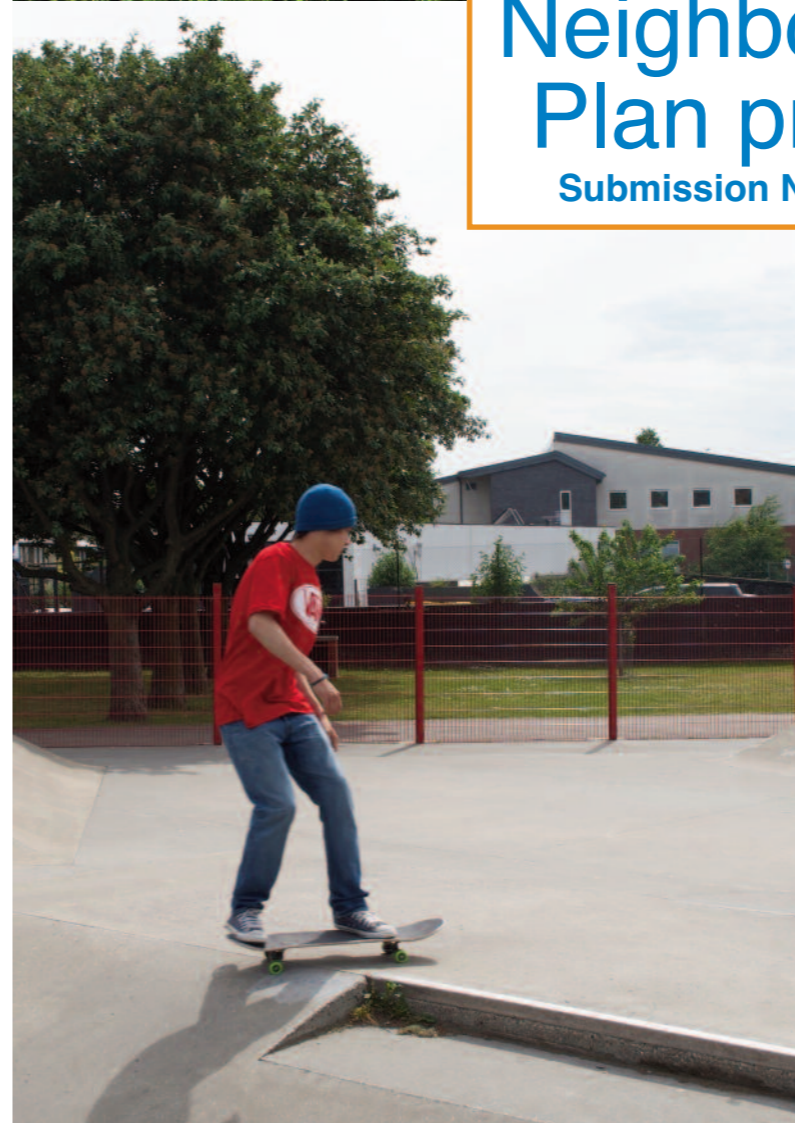




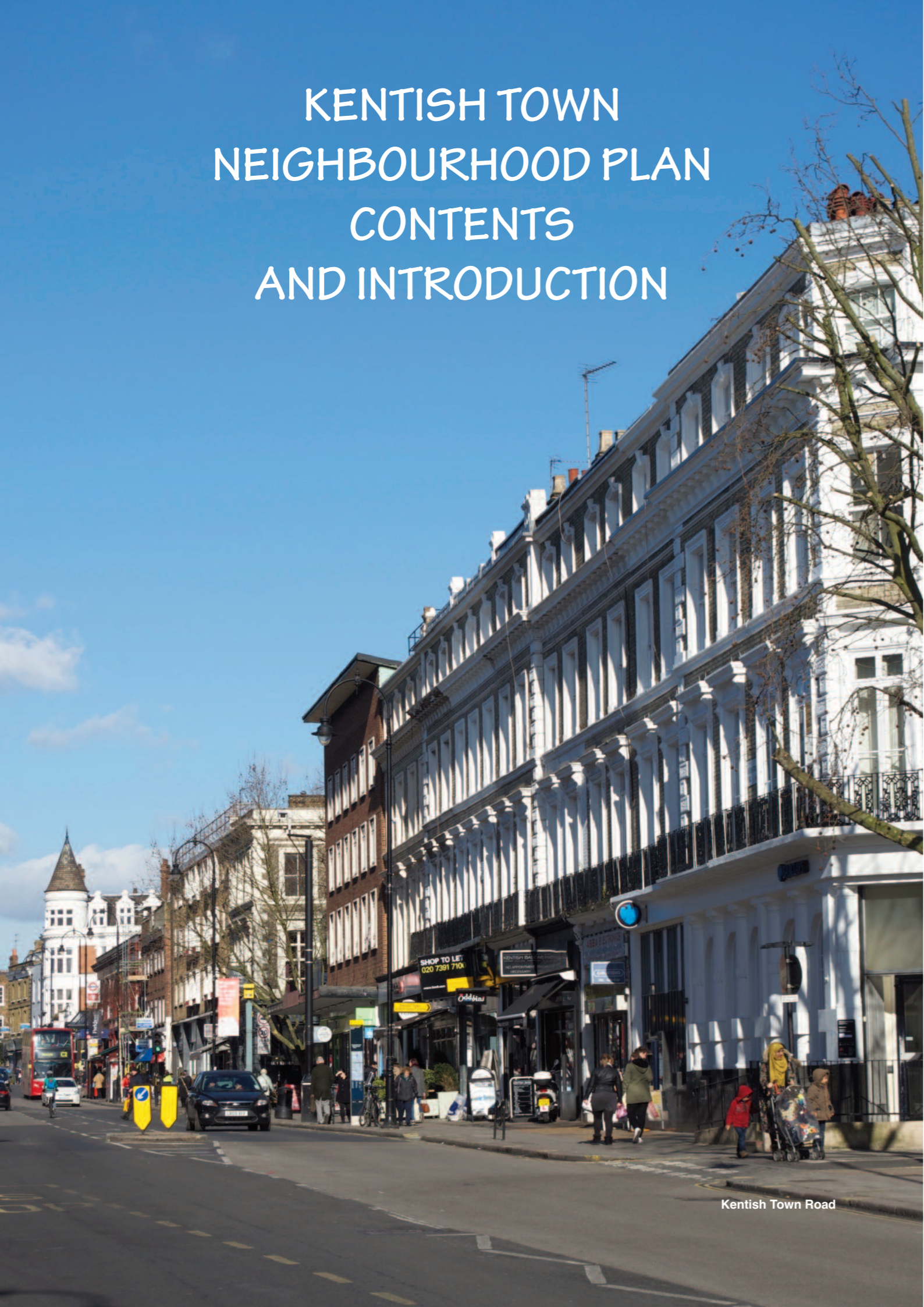
**KENTISH TOWN  
NEIGHBOURHOOD  
FORUM**

# Neighbourhood Plan proposal

Submission November 2015



# KENTISH TOWN NEIGHBOURHOOD PLAN CONTENTS AND INTRODUCTION



Kentish Town Road

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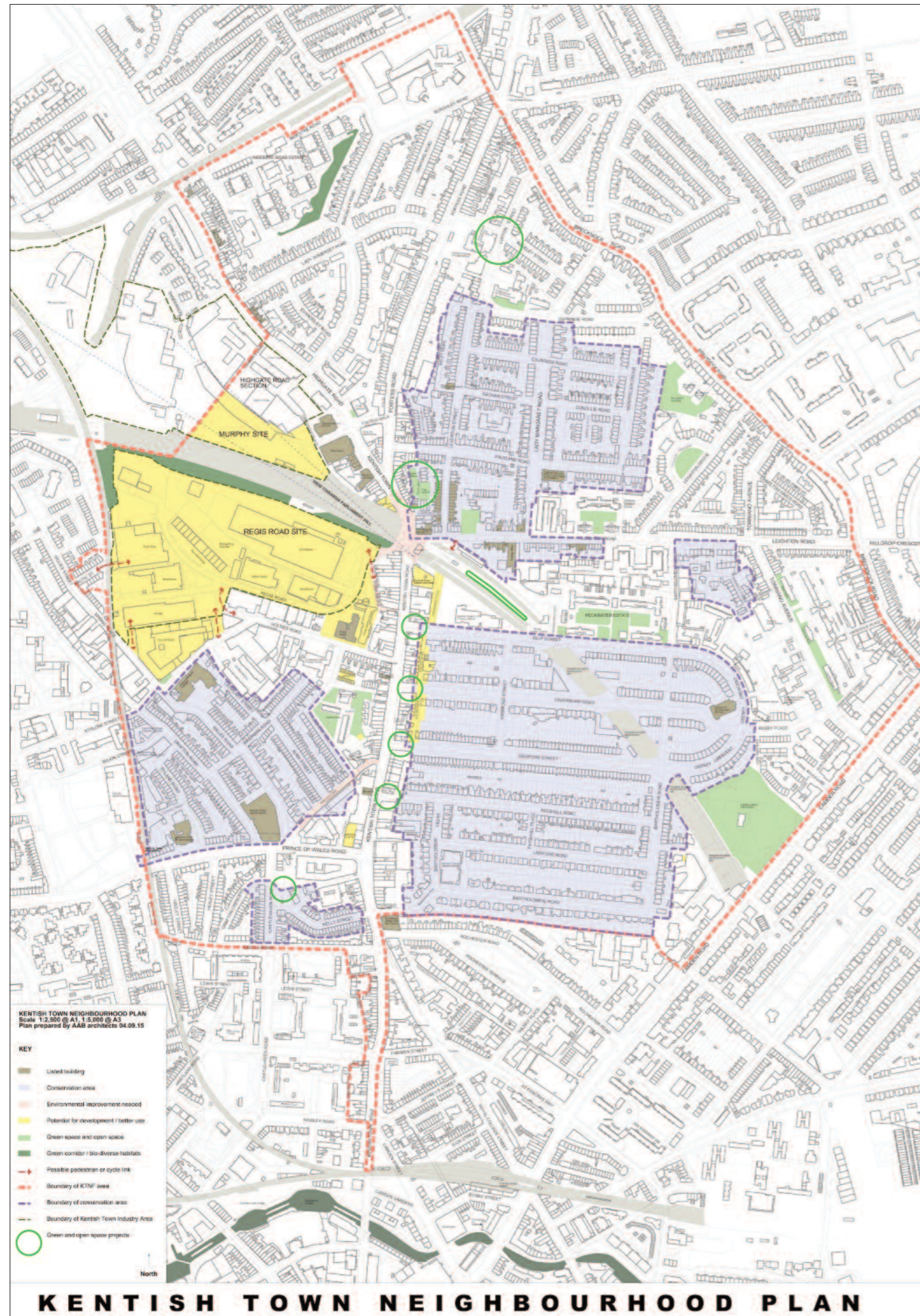
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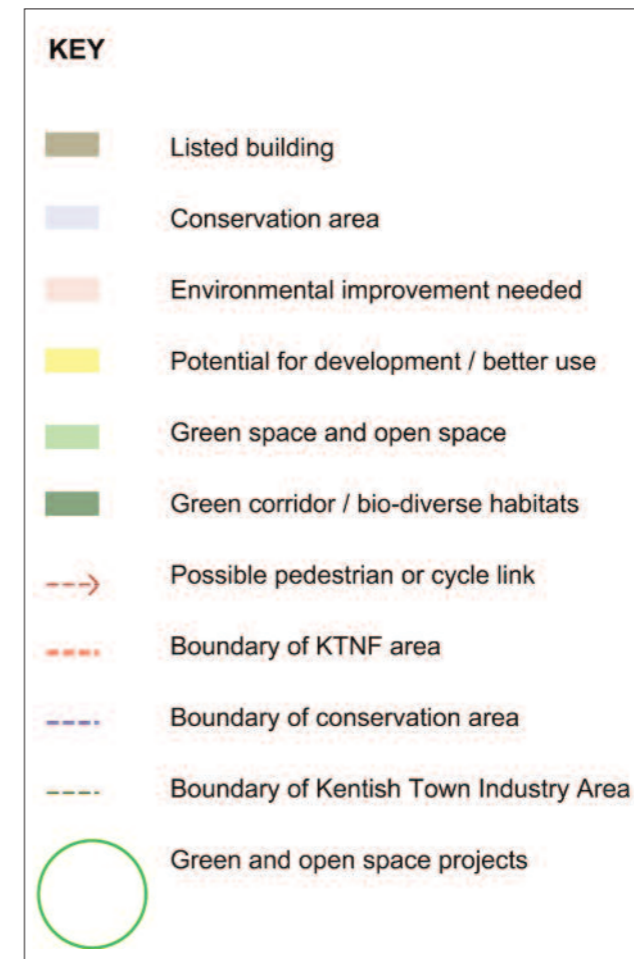
Thanks are due to the officers and members of the 2015 Kentish Town Neighbourhood Forum (KTNF) committee: Caroline Hill Chair, Henry Herzberg Deputy Chair, Patrick Bankhead Secretary, Paul Seviour Treasurer and Hilary Barnes, Celia Goreham, Ian Grant, Derek Jarman, David Jockelson, Robert Livock, Wendy Munro, Lindsey Purchall, Liz Sheridan, Roger Winfield.

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► Enlarged Key for Map



**How to comment on the Plan:** Camden Council will promote the consultation and explain how people can make comments on the council's neighbourhood planning webpage: [www.camden.gov.uk/neighbourhoodplanning](http://www.camden.gov.uk/neighbourhoodplanning)

**Map Credits:** Alice Brown, Aaron Davies

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**Cover photographs from top left clockwise:** St Benet and All Saints Church Garden; The Canopy; Railey Mews; Cantelowses Skatepark

**Website:** Adrian Barker, Ian Grant, David Guzman

**Plan Design and Layout:** Caroline Hill

THE KENTISH TOWN NEIGHBOURHOOD DEVELOPMENT PLAN 2015-2030

Following on from the first consultation stage, the Submission of Plan Proposal of the Kentish Town Neighbourhood Development Plan, hereinafter referred to as the Neighbourhood Plan, the Plan or the NP, is presented for review and everyone who is included on Camden’s ‘Local Plan / LDF database’ can send in comments. This includes a wide range of residents, businesses, voluntary organisations and other stakeholders in the Kentish Town Neighbourhood Forum Area and statutory bodies inside and outside the KTNF Area. Camden Council will promote the consultation and explain how people can make comments on the council’s neighbourhood planning webpage:

[www.camden.gov.uk/neighbourhoodplanning](http://www.camden.gov.uk/neighbourhoodplanning)

The Basic Conditions and the Statement of Community Consultation, which includes the results of the first consultation, can be seen on the KTNF website, (*see below*).

KTNF aims to deliver the long-term goal of a balanced and vibrant neighbourhood. Planning future development has a vitally important role with space at a premium, a shortage of housing, and pressure to maintain employment space and open green spaces.

Everyone living or working in the KTNF Area is a member of the Forum. In addition KTNF now has a signed up membership of over 300 and those members receive newsletters and emails from the committee.

We could not have reached this stage without valuable input and help from residents, business

people and stakeholders, many of whom attended public meetings and joined working groups so that we could listen to their views and discuss ideas with them and develop policies and projects.

Progress has been achieved thanks to the expertise, experience and enthusiasm of the members of the committee and of all those members of KTNF who have helped us. We’ve had excellent support and advice from officers and councillors at Camden Council, and professional support from Planning Aid England, the Prince’s Foundation, Groundwork UK and from private planning consultants. We have received a Front Runner grant from the Government, grants from the Community Development Foundation and direct support from Locality – a nationwide network for community-led organisations that helps local groups navigate the world of neighbourhood planning.

The Neighbourhood Plan is for the people who live and work in Kentish Town. The Plan has been prepared by volunteers. KTNF is non-political and independent of Camden Council. All our work aims to foster positive development over the next 15 years, making for a more cohesive community and enhancing the well-being of individuals living and working here.

Caroline Hill  
Chair, Kentish Town Neighbourhood Forum  
November 2015  
[www.ktnf.org](http://www.ktnf.org)



▲ Canteloves Gardens

WHY KENTISH TOWN NEEDS A NEIGHBOURHOOD PLAN

Kentish Town has a lot to be proud of and much to preserve. Peeling back the layers of development is like a mini-history of London with settlers from floods, plague, fires and war damage, and strong evidence of enclosures, industrialisation, the railways and social housing from the post war years. The history of Kentish Town is particularly well documented in ‘The Fields Beneath’ by local historian Gillian Tindall. Today Kentish Town finds itself under pressure. There are extreme demands for decent adequate affordable social housing. Equally it needs to preserve its development spaces for employment and to keep its green and open spaces, which are vital for improving the health of its residents and citizens.

The Neighbourhood Plan helps to balance these competing needs in a holistic and coherent way through Policies, Site Specific Policies and Projects, and reinforces some of Camden’s policies while adding others put forward by the local community.

The Neighbourhood Plan has a life-span of 15 years and much development can happen during this time.

**Design quality**

Some previous designs have left a legacy of inappropriate development over the decades with poorly designed façades and frontages, which are out of keeping with the area and have a negative impact on the visual amenity and sense of a coherent environment.

The Plan’s policy of high quality design involves an understanding of the site and its context in terms of grain, shape, scale and use of materials which will contribute to the existing character. Development should respect the historic appearance of Kentish Town in order to reinforce rather than detract from its local distinctiveness. KTNF supports Conservation Areas – there are four within its borders (*see Map p.4*). Buildings within Conservation Areas have their own protection but those outside the borders of Conservation Areas have no special protection unless they have been Listed by English Heritage (now Historic England) or Locally Listed. The Plan has a policy of preserving buildings and features of architectural merit that have no protection. Kentish Town is an area with a rich history ranging from former piano factories to post-war public housing projects, social housing and Victorian properties.

Design quality applies to new housing development and infill development, which in general should be of the same scale and massing as existing properties. Design quality also applies to redevelopment with additional housing of non-residential areas. One of the

advantages of a Neighbourhood Plan, and an example of holistic development meeting multiple needs, is that it can add features to the proposed developments such as pedestrian, cycle and green routes.

**Public involvement**

An example of the importance of public involvement, highlighting a feature which could have been forgotten but for KTNF’s efforts, is the much-loved view of Parliament Hill from outside Kentish Town Station, which will be protected. People said that they love the feeling of openness and space they receive when emerging from the station or walking in the street in this part of Kentish Town. The space is accessible and acts as an important counterpoint in this very built-up area.

**Preserving open space**

Open spaces are vital to promoting the health and well-being of residents. Following public consultation, the Plan protects open spaces and encourages the protection and enhancement of biodiversity.

**Community development**

The Neighbourhood Forum speaks for the local community in a grass roots way and this is manifested in policies aimed at young people and adults. One policy is to encourage schools to remain open outside teaching hours for holiday, weekend and evening activities to provide learning and play spaces for the community, making up for a shortage of community facilities for young people and adults in Kentish Town. This will help to foster creative and artistic activity, generating neighbourliness and companionship and helping to reduce crime. Another policy which has arisen out of public consultation, and one that may have gone by the wayside without the Neighbourhood Forum, is the protection of specified shops outside the centre, usually convenience stores, meeting the day-to-day needs of local communities and the less mobile.

**Enhancing Kentish Town Road**

Kentish Town Road acts as the main artery of the community and it is important that it remains a vibrant and mixed shopping area. Surveys carried out by the community have shown that far too many non-retail uses have been allowed in, from betting shops and estate agent offices to fast food take-aways. The retail function of the secondary shopping areas, at the northern and southern ends of Kentish Town Road, is not sufficiently protected by the Council and is where the Neighbourhood Forum can make a difference.

## Spatial Policies and Site Specific Policies

In addition to the general development policies, the Neighbourhood Forum has also identified two overarching Spatial Policies which lie at the heart of the neighbourhood and are of wider than local significance. One policy involves the Phase 1 development of a Kentish Town Square to restore quality to the heart of the neighbourhood. It includes creation of wheelchair access to the station and lifts to the station platforms, a pedestrian link to a street behind the station and provision for a market.

Another policy is the coordinated redevelopment of the Kentish Town Potential Development Area which aims to maintain and enhance employment space as well as add housing provision. Development will also include new green spaces, play areas, community facilities and improved pedestrian connections to the surrounding areas.

These Spatial Policies are matched by Site

Specific Policies. The Neighbourhood Plan has seven of these which include proposals for increasing affordable housing, office space and improving public realm. KTNF has also identified small and infill sites for development.

Another Site Specific policy is the development of a theatre or cinema. This has several benefits: helping to keep young people in the area, developing a local creative arts industry and aiding the local economy by attracting visitors from outside the area.

## Projects

There are a number of Projects in the Neighbourhood Plan. These are community aspirations that are either not linked to land development or may not be achieved within the lifetime of the Plan. They include the Phase 2 development of Kentish Town Square, and projects to improve shop fronts, retain green and open spaces and a project about working with schools.

## HOW THE PLAN WAS PREPARED

The first decision the community in Kentish Town had to make was whether it wanted and needed a Neighbourhood Plan. A group of interested residents decided to find out more about the Localism Act and what would be involved in putting together a Plan. Two public meetings were held, in April and October 2011. The first was attended by representatives of nine local residents' groups, who heard a Director of Urban Design London explain the Localism Act. At the second the structure and Area of the Forum and ideas for the Neighbourhood Plan were discussed.

## Constitution, Neighbourhood Development Plan Area (NDPA) and Area Designation

At the first AGM in January 2012 the Kentish Town Neighbourhood Forum (KTNF) was formed. A Committee was elected, a group of voluntary local Advisors was set up and a Constitution was approved. Selecting a NDPA took a long time to complete because, although an Area was voted on at the AGM, later on a group of local people decided they wanted to set up a separate Forum and Area, while another group asked if their part of Kentish Town could be included in the Kentish Town NDPA. After many discussions, the Kentish Town Neighbourhood Plan Area was designated on 10 April 2013.

## Walkabouts

In April 2012 the Committee organised a first weekend of walkabouts covering the entire area, as it was then.

The aim was to get to know our neighbourhood, our neighbours and businesses, and to hear how people would like to see their area develop. There were four walks repeated four times so anybody could do all four in a weekend. The weekend was a huge success with 70 people taking part. In October 2012, the northern section of the NDPA organised a weekend of walks in their area. Again 70 people attended. From these walks we noted areas suitable for development, both business and housing. We took down details of heritage buildings, open spaces and playgrounds and shopping streets.

## Working with The Prince's Foundation

Having been approached by KTNF, The Prince's Foundation agreed to work with us from April 2012 to March 2013 on community planning workshops. Stakeholders and businesses were invited, as well as the public. The Prince's Foundation also helped us with the Neighbourhood Planning process. Two reports were produced and by the end of the year our Plan was beginning to take shape.

## Street engagements

On several days in June 2012 and January 2013 (the latter in the snow) a number of Neighbourhood Forum members gathered in Kentish Town Road, and in other parts of Kentish Town and asked passers-by how they would like to see Kentish Town develop. An enthusiastic Neighbourhood Forum Advisor inspired us. We had a large blackboard onto which members of

the public attached their wishes for the neighbourhood. We talked to hundreds of local people and noted what they said. All these contributions fed into the policies that appear in the Neighbourhood Plan.

## Public Meetings and workshops

In the past three and a half years the Neighbourhood Forum committee has organised several Public Meetings and Workshops. In December 2013 we held a Public Meeting and Exhibition of the Draft Neighbourhood Plan. To advertise the meeting many local people hand-delivered 10,000 flyers to every residence, shop and business in the entire NDPA. Over 110 people attended this event and there was a huge amount of interest and many comments. We used this input as we carried on working on the Plan.

## Working parties, Committee meetings and internal workshops

During 2013 and early 2014 six working parties met regularly to formulate policies and projects for the Plan. The groups numbered from four to twelve people, some of whom were members of the KTNF Committee, some were from the Advisors' Group while others were members of the wider signed-up Neighbourhood Forum group comprising over 300 people.

The working parties each took a policy area to study: Working & Shopping, Planning & Design, Housing; Getting Around, Green & Open Spaces, and Community, Social & Culture.

Throughout the development of the Neighbourhood Plan the KTNF Committee has met regularly. We also held some internal weekend workshops when we concentrated on finer details of the Plan and its policies. By November 2014 the Committee felt the Plan was sufficiently developed to move forward to the pre-consultation phase.

## Website and Creative Citizens

We set up a website early on and used it to alert and inform the community about public meetings, newsletters and events. In January 2013 the Creative Citizens research project with the RCA Helen Hamlyn Centre for Design suggested that we could work with them for a year to explore the potential for new and traditional media to engage more people in Neighbourhood Planning. This led to the setting up of an interactive Online Neighbourhood Plan on our website. It was a very effective way of finding out what people thought about the draft policies and projects.

We were aware that a number of people do not use computers, so Creative Citizens organized workshops to discuss how to inform that part of the community. One idea that came up was to produce beer mats showing policy and project ideas and



▲ One of several beer mat designs

images and giving contact details. These were distributed to pubs and cafés in the Neighbourhood Forum Area.

## Consultation

In March 2015 KTNF delivered the Draft Kentish Town Neighbourhood Plan to the community (including all local businesses) and to relevant statutory bodies for consultation. The entire Plan Area was leafleted, the Plan was put on the website and hard copies were placed in Kentish Town Library, Kentish Town Community Centre and in the Somali Family and Youth Centre. 96 comments were received. These were assessed and relevant comments integrated into the Plan. This Submission Draft was then prepared for further consultation.

## Strategic Environmental Assessment (SEA)

We sent a draft Neighbourhood Plan to Camden for SEA screening in September 2014. In October 2014 Camden produced a report stating that "the Council considers that the Kentish Town Neighbourhood Development Plan is likely to have significant environmental effects and accordingly will require a Strategic Environmental Assessment". We initially appointed URS Infrastructure and Environment UK. Subsequently AECOM took over and carried out the scoping report. The KTNF SEA was sent out for public consultation at the same time as the Neighbourhood Plan. Any significant changes to the Plan's content have been tested prior to this submission.

## Funding and planning support

We have received funding from the Department for Communities and Local Government and we have been given planning support by advisors from the Prince's Foundation, Planning Aid England and Groundwork UK and also by two independent advisors. As the Plan has progressed we have benefited from their help and from the advice given to us by Camden Council planning officers.

## WHAT IS A NEIGHBOURHOOD PLAN AND HOW DOES IT FIT IN THE PLANNING SYSTEM?

The Localism Act 2011 gave the right to communities to shape development in their area through Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders.

Since April 2012 when the legislation came into effect, communities have been able to establish general planning policies for the development and use of land in their neighbourhoods including where homes and offices should be built and what they should look like. A Neighbourhood Development Order allows the community to grant planning permission for development that complies with the order and removes the need for a planning application to be submitted to the local authority. A Community Right to Build Order gives permission for small-scale, site-specific developments by a community group.

### The National Planning Policy Framework (NPPF)

The NPPF states that the neighbourhood can develop plans that support the strategic development needs set out in the local authority's Local Plans including policies for housing and economic development. They should plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan. They should also identify opportunities to use Neighbourhood Development Orders to enable developments that are consistent with their Neighbourhood Plan to proceed.

If the policies and proposals are to be implemented as the community intended, a Neighbourhood Plan needs to be deliverable. The NPPF requires that the sites and the scale of development identified in a plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

### Infrastructure and Utilities

In line with Local Plan Policy DM1 (or as it may change), it is essential that developers demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off the site to serve the development, and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the

### COMMUNITY INFRASTRUCTURE LEVY (CIL)

The Community Infrastructure Levy is part of the power conferred to Local Planning Authorities within the Planning Act 2008. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. The aim of CIL is to deliver additional funding for Local Planning Authorities to carry out a wide range of infrastructure projects that support growth and benefit the local community. CIL allows Local Planning Authorities in England and Wales to raise funds from developers undertaking new building projects in their area.

On 23 September 2015 Camden Council implemented a decision to agree the structure of a spending allocation system for the local proportion of the Community Infrastructure Levy. The section that is relevant to neighbourhood forums is as follows:

*“Ward members will be asked to consult with a range of communities and organisations reflecting the diversity of their local area and suggest local CIL investment projects and priorities. This should include any neighbourhood planning forum in the ward. Where a Neighbourhood Plan has been approved at referendum the priorities contained in the plan that are applicable to the ward should be carried across into the local priorities unless there is a clear reason for doing otherwise agreed by the Cabinet Member.”*

#### CIL PRIORITIES IN THE KENTISH TOWN NEIGHBOURHOOD PLAN

- \* 1. Policy SP1: Kentish Town Square PHASE 1 – page 37
- \* 2. Policy GA: Step-free access in Kentish Town Stations – page 25
- \* 3. Project: Kentish Town Square PHASE 2 – page 60
- 4. Project: Shop Fronts – page 59

\* CIL Priorities with a star may also include funding by Section 106 contributions.

water company, then the developer needs to contact the water company to agree what improvements are required and how they will be funded prior to any occupation of the development.



▲ The Fruit Bowl outside Kentish Town Station

### Community Infrastructure Levy and Section 106 Financial Contributions

Development may be liable for a charge under the Community Infrastructure Levy (CIL), if the local authority has chosen to set a charge in its area.

Most new development which creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable for the levy.

CIL regulations have been drafted to avoid “double counting” i.e. Councils asking developers to pay both CIL and S106 for the same item. CIL receipts are dependent on planning permissions being implemented. For more detail about CIL see Box right.

Section 106 (S106) Planning Obligations are legally binding agreements entered into by persons with an interest in a piece of land (often a developer) secured by a legal agreement or deed. They are designed to mitigate for a particular impact that would arise from a development. S106 Financial Contributions are confined to site specific works which are necessary to make a scheme acceptable e.g. highways / public realm

### Following the local authority's Local Plan

Neighbourhood Plans, which can be general or contain more detail, have to meet the local authority's assessment of housing and other needs for development in the area. People frequently find it hard to have an influential say in the planning process and often are reacting to development proposals in isolation. The Localism Act aims to devolve power to communities, allowing them to create policies against which development is assessed. The policies cannot block development

that is already part of the Local Plan, but they can shape its location and appearance.

A Neighbourhood Plan must support the strategic development needs set out in the Local Plan. The Local Plan concentrates on the critical issues facing the area, including its development needs, and the strategy and opportunities for addressing them, including deliverability and viability.

Neighbourhood planning is led by the local parish or town council but in areas without a parish or town council, like Kentish Town, new neighbourhood forums take the lead.

### Development of land

A Neighbourhood Plan must address the development and use of land in its policies. Neighbourhood Plans can include other ideas to improve the neighbourhood other than development and land use issues, but these have to be clearly defined and delineated and separate from the land use issues in the Plan. In this Plan the Projects section specifies all other ideas not involved in development and land use issues, or those where land use issues are unresolved.

### Examination and Referendum

The local planning authority has a duty to support communities in the making of their Neighbourhood Plan. It approves the neighbourhood area within which the Neighbourhood Plan will have effect and organises the independent examination of the Neighbourhood Plan, the Neighbourhood Development Order or a Community Right to Build Order. This is to check that the plan or order meets certain basic conditions.

The local planning authority is responsible for organising the neighbourhood planning referendum. The referendum ensures that the local community has the final say on whether a Neighbourhood Plan, a Neighbourhood Development Order or a Community Right to Build Order comes into force in their area. This is an important part of the process, allowing people who live in the area to decide on the Plan or Orders. It highlights the importance of working with the wider community and securing support at an early stage in the process.

The Plan will be brought into legal force by the planning authority and become part of the local authority's statutory development plan if the Neighbourhood Plan is successful at examination and referendum (if over 50% of respondents approve the Plan). Applications for planning permission connected to the Neighbourhood Plan's policies will be determined in accordance with the Neighbourhood Plan, unless material considerations indicate otherwise.

## VISION AND OBJECTIVES FOR THE KENTISH TOWN NEIGHBOURHOOD PLAN

### OUR VISION

Kentish Town has the potential to be a fantastic place to live and work, full of well-preserved heritage, galleries, pubs, restaurants, music venues, shops and thriving businesses. It is on the doorstep of many famous places, with numerous transport links close to places of employment and entertainment. It has the potential for a diverse but balanced population of young and old in a mix of housing ranging from private to affordable. Space is at a premium with immense pressure to build new housing, but at the same time we have to make efforts to retain existing employment space and protect our green and open spaces. We want young people to be able to stay in the area and not to be forced out through high rents. We want as many people as possible to be involved in creating the policies that will shape our environment for the next fifteen years. We want to protect what is good about Kentish Town and through the Neighbourhood Plan to foster positive and innovative developments over the next fifteen years that will enhance the well-being of individuals living and working here.

THIS VISION FOR THE AREA WILL BE ACHIEVED THROUGH THE DELIVERY OF THE FOLLOWING OBJECTIVES:

#### 1. Shopping & Working

Development in the Kentish Town Plan Area will help shops flourish with environmental improvements to shop fronts and restrictions on non-retail frontages (e.g. financial and professional services, restaurants, drinking establishments, takeaways, business, assembly and leisure). This will enhance the image of shops and retail experience and potentially attract more customers. The level of current employment space will be maintained and, through new developments, employment in Kentish Town will increase with emphasis on young and local people.

#### 2. Design

High quality design development in the Kentish Town Plan Area will illustrate understanding of the site and its context in terms of grain, shape, scale and use of materials and will contribute to the existing character. This will add vitality to the local shopping streets and feed through into developments such as the Town Square – the heart of the neighbourhood – and mixed use development in the Potential Development Area.

Any new development will be subject to necessary consultations with relevant statutory bodies such as

the GLA, Thames Water, Historic England and Natural England, as appropriate. KTNF will continue to monitor and advise on planning applications in the interests of ensuring good design and adherence to the Neighbourhood Plan.

In the long-term, if proposals are put forward for rafting over the railway line from Gospel Oak to Camden Road, they will be given consideration by KTNF in terms of criteria we have laid out. Development will include provision of additional housing as well as pedestrian, cycle and green routes.

The much-loved view of Parliament Hill from outside Kentish Town Station will be protected.

Buildings of architectural merit in the KTNF Area will be preserved and enhanced as part of any development proposal. Design must be of a high standard, respond to local character and make a positive contribution to local distinctiveness.

#### 3. Housing

The Plan will identify vacant and underused sites for the development of well-designed housing and / or businesses.

Availability of affordable housing and local employment will be increased via mixed use sites.

The Plan will include measures to respect green issues and sustainability, including promoting energy-efficient design and renewable energy.

#### 4. Getting Around

Development will promote and enable the delivery of integrated, accessible, sustainable transport solutions for the area. This will include cycle lanes, a cycle hire scheme and cycle lane links at junctions.

KTNF will support proposals that implement step-free access at Kentish Town Thameslink Station, Kentish Town Underground Station and Kentish Town West London Overground Station.

#### 5. Green & Open Spaces

The Plan will deliver a range of policies and projects relating to development that will enhance the environmental sustainability of the area through preserving and improving existing spaces, providing new, green open spaces and playgrounds, improving and greening the local street environment and promoting biodiversity.

#### 6. Community & Culture

Developments such as a new theatre and / or cinema space will deliver social benefits and enhance community links.

KTNF will promote provision, in existing, expanded and new schools, of out of hours community facilities including holiday, weekday and evening activities and play spaces for children, making up for a shortage of community facilities. The Plan includes a project working with schools on how citizens can make a difference to their local area.

KTNF will support the retention of public houses and will recommend that a number of them are placed on the register of Assets of Community Value.

KTNF values informal social spaces that allow community interaction. Small shops outside the town centre will be protected. These shops, which are usually convenience stores, meet the day-to-day needs of the local community and the less mobile.

#### 7. Spatial Policies

**a)** KTNF will support the development of a Kentish Town Square to restore quality to the heart of the neighbourhood. This is important to locals and visitors alike.

Phase 1 will be a Policy for a high quality public square, protection of the canopy, provision for a market, formation of a new entry to the station, lifts onto the platforms to provide wheelchair access, access to the station from Leighton Road and a new pedestrian link to Frideswide Place.

Phase 2 will be a Project which includes the provision of a new road access to the Regis Road site and realigning the junction with Kentish Town Road and Leighton Road, building a new rail station at pavement level to provide step-free and wheelchair access and providing pedestrian access and a designated cycle route between Leverton Street and Frideswide Place. The Project will also create a new pedestrianised public open space, improve access to and views of Hampstead Heath and improve the interconnection of rail, underground, and bus services. This programme of action will be enabled by rafting over the rail tracks.

**b)** KTNF will promote a coordinated redevelopment of the Kentish Town Potential Development Area, the largest significant potential development site in the KTNF Area, comprising the Regis Road Site, the Murphy Site and the area backing onto Highgate Road. This will provide an opportunity to maintain and enhance industry and employment space as well as increasing housing provision. Development will include new pavements, street lighting, landscaping, green spaces and play areas, along with cycle and pedestrian routes. Provision will be made for new educational and health institutions where resident population increase in the Potential Development Area makes this essential.

#### 8. Site Specific Policies

The viability of development is recognised as an essential element of delivery; therefore the application of all these policies will be subject to a viability assessment when development schemes are presented.

**a)** KTNF will support the development of the Car Wash Site at 369-377 Kentish Town Road combined with the widening of the pavement in front of the site and moving the bus shelter further back, away from the road.

**b)** KTNF will support comprehensive residential redevelopment in York Mews, the Section House and the land around the Police Station. This will include affordable housing along with ground floor offices, and will provide new public realm and pedestrian access.

**c)** KTNF will support proposals for Frideswide Place which include mixed use residential-led development including social rented and intermediate properties.

**d)** KTNF will support proposals for Wolsey Mews, running parallel with the centre of the Kentish Town Road shopping area, for uses ranging from independent shops, restaurants, offices, live-work units and community facilities. Policies for both Frideswide Place and Wolsey Mews include improved public realm ranging from better pavements and tree planting to a safe one-way cycle route marked on the roadway with cycle lane links at the road junctions.

**e)** KTNF will promote the retention of the building at 2 Prince of Wales Road (Camden Community Law Centre, Volunteer Centre Camden and Citizens Advice Bureau) and its reinstatement as a flexible leisure / entertainment facility should it become vacant, bringing visitors to the area out of normal working hours and enhancing both local businesses and the local economy.

**f)** KTNF will support the future development of the Veolia Depot site in Holmes Road / Spring Place for residential-led mixed use including retention of existing employment space by creating new work space.

**g)** KTNF will identify suitable small sites for infill residential development. High quality innovative design will be required in these areas to ensure adequate amenity for new residents, protect the amenity of existing residents and preserve the character and appearance of the area.

OBJECTIVES, POLICIES AND PROJECTS

CORE OBJECTIVE	POLICY REFERENCE	PROJECT REFERENCE
<b>1. Shopping &amp; Working</b> <b>a)</b> The Plan will identify environmental improvements to shop fronts and restrictions on non-retail premises.  <b>b)</b> The level of current employment space will be protected and, through new developments, the level of employment in Kentish Town will increase.	SW2, SW3, CC3  SW1, SP2, SSP1, SSP4, SSP5, SSP6	Design of Shop Fronts Project; Green & Open Spaces Project; Public Toilets Project

CORE OBJECTIVE	POLICY REFERENCE	PROJECT REFERENCE
<b>2. Design</b> <b>a)</b> The view of Parliament Hill from outside Kentish Town Station will be protected.  <b>b)</b> The Plan will identify long-term proposals for rafting over the railway line from Gospel Oak to Camden Road.  <b>c)</b> High quality design development in the Kentish Town Neighbourhood Plan Area will illustrate understanding of the sites.  <b>d)</b> Buildings of architectural merit will be preserved and enhanced.	D1  D2  D3, SP1, SP2, SSP1, SSP7  D4	



▲ The Police Station, Holmes Road. Grade II listed

CORE OBJECTIVE	POLICY REFERENCE	PROJECT REFERENCE
<b>3. Housing</b> <b>a)</b> The Plan will identify vacant and underused sites for the development of well-designed housing. Availability of affordable housing and local employment will be increased via mixed use sites.  <b>b)</b> The Plan promotes respect for green issues and sustainability and encourages energy-efficient design and renewable energy.	D2, D3, SP2, SSP1, SSP2, SSP3, SSP4, SSP6, SSP7  SP2	

CORE OBJECTIVE	POLICY REFERENCE	PROJECT REFERENCE
<b>4. Getting Around</b> <b>a)</b> Development will promote and enable the delivery of integrated, accessible, sustainable transport solutions for the area. This will include cycle lanes, cycle lane links at junctions and cycle hire schemes.  <b>b)</b> KTNF will support proposals that implement step-free access at all stations in the KTNF Area.	D2, GA, SP1, SP2, SSP2, SSP3, SSP4  GA	Anglers Lane Project; Cycle Hire Scheme Project

CORE OBJECTIVE	POLICY REFERENCE	PROJECT REFERENCE
<b>5. Green &amp; Open Spaces</b> Development will enhance the environmental sustainability of the area through preserving and improving existing open spaces, and providing new, green open spaces and playgrounds, improving and greening the local street environment and promoting biodiversity.	GO1, GO2, GO3, SP1, SP2	Green & Open Spaces Project

CORE OBJECTIVE	POLICY REFERENCE	PROJECT REFERENCE
<b>6. Community &amp; Culture</b> <b>a)</b> The Plan will support the Statement of Community Consultation.  <b>b)</b> The Plan will promote provision of out of hours community facilities in new and expanded schools and work with schools on how citizens can make a difference to their local area.  <b>c)</b> Public Houses will be designated as Assets of Community Value.  <b>d)</b> Shops outside the centre will be protected and supported.  <b>e)</b> A leisure development such as a new theatre and / or cinema space will deliver social benefits and enhance community links.	CC1  CC2  CC3  CC4  SSP5	Working with Schools Project

CORE OBJECTIVE	POLICY REFERENCE	PROJECT REFERENCE
<b>7. Spatial Policies</b> <b>a)</b> The Plan will support the development of a Kentish Town Square including a public square, expansion of market stalls, more green space, cycle routes and improved access to the station.  <b>b)</b> The Plan will promote a coordinated redevelopment of the Kentish Town Potential Development Area. This will provide a development opportunity to maintain and enhance employment space as well as add housing provision. Development will also include new pavements, street lighting, landscaping, green spaces and play areas and cycle and pedestrian routes.	SP1  SP2	Kentish Town Square Project; Green & Open Spaces Project; Cycle Hire Scheme Project  Green & Open Spaces Project

CORE OBJECTIVE	POLICY REFERENCE	PROJECT REFERENCE
<b>8. Site Specific Policies</b> <b>a)</b> The Plan will support the development of the Car Wash Site at 369-377 Kentish Town Road.  <b>b)</b> The Plan will support comprehensive residential redevelopment in York Mews, the Section House and the land around the Police Station.  <b>c)</b> The Plan supports proposals for Frideswide Place.  <b>d)</b> The Plan supports proposals for Wolsey Mews.  <b>e)</b> The Plan will promote the retention of the building at 2 Prince of Wales Road and its reinstatement as a flexible leisure / entertainment facility.  <b>f)</b> The Plan will support the future development of the Veolia Depot site in Holmes Road / Spring Place for mainly residential-led mixed use.  <b>g)</b> The Plan will identify suitable small sites for infill residential development.	SSP1  SSP2  SSP3  SSP4  SSP5  SSP6  SSP7	Design of Shop Fronts Project



▲ The Assembly House, Kentish Town Road, Grade II listed



# KENTISH TOWN NEIGHBOURHOOD PLAN GENERAL DEVELOPMENT POLICIES



Kentish Town Road

### SHOPPING & WORKING POLICIES

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

**To promote small business, KTNF supports the retention and increase of floorspace of up to 232 sq metres for the use of small businesses.**

##### **Reasoned Justification**

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

KTNF will not support further loss of B1 uses (offices, research and development) and seeks to support and strengthen Camden policy DP13 to retain and increase small business and office floorspace of up to 232 sq metres.

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

The commercial and chartered surveyor department of a reputable estate agency in Kentish Town has confirmed that there is an unmet need for employment premises within the KTNF Area.

Camden Employment Land Review 2014 (URS / LB Camden) draws a number of key conclusions, including: "Kentish Town is emerging as a hub providing work-space for start-up, micro and small

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

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

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

Policy SW1 seeks to implement the policies set out in the following documents: Camden CS5 and CS8; Camden CPG 5 Town Centres, Retail and Employment; Camden Retail Study update 2008; Camden Business Premises Study 2011; Camden Retail and Town Centre Study (GVA 2013); Camden Local Economic Assessment, May 2011; Kentish Town Centre Retail Profile (Camden Economic Development Team, 2010); Town Centres SPG Greater London Authority July 2014.

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

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

##### **Reasoned Justification**

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

premises in Secondary Frontages being in retail use.

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

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

KTNF has surveyed the Core and Secondary

Frontages in Kentish Town Road (see Appendix 1, p.67). In the Core Frontage of Kentish Town Road, out of 120 premises the percentage of A1 Shops usage is 61% while in the combined Secondary Frontages north and south of the Core Frontage, out of 99 premises the percentage of A1 Shops usage is only 32%.

This evidence demonstrates that the Secondary Frontages in Kentish Town Road are not thriving. There are distinct signs of decay in these areas. Strengthening of the CPG5 Guidance will be supported and the Council are encouraged to resist proposals that would result in less than 60% of the premises in Secondary

Frontages being in retail use. A 50/50 division means that the area is not predominantly retail and has lost character and viability as a shopping area.

The policy seeks to implement the policies set out in the following documents: Camden DP12, CS5, CS7, CS8; Camden CPG 5 Town Centres, Retail & Employment; Camden Retail Study Update 2008; Camden Business Premises Study Final 2011; Camden Retail and Town Centre Study 2013; Camden Local Economic Assessment May 2011; Kentish Town Centre Retail Profile (Camden Economic Development Team, 2010); Town Centres SPG Greater London Authority July 2014.

**POLICY SW3: CONSECUTIVE SECONDARY SHOPPING FRONTAGES**

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

**Reasoned Justification**

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

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

Camden Policy DP12 seeks to prevent concentrations of uses that will harm a centre’s attractiveness to shoppers. The proliferation of three (or more) consecutive non-retail premises is affecting the character and vitality of the Secondary Frontages. KTNF has surveyed the consecutive frontages in the Secondary Frontages in Kentish Town Road (see Appendix 2, p.69). In the Secondary Frontages in Kentish Town there are eight instances of three or more consecutive non-A1 Shops usage premises.

The policy seeks to implement the policies set out in the following documents: Camden DP12, CS5, CS7 and CS8; Camden CPG 5 Town Centres, Retail and Employment; Camden Retail Study Update 2008; Camden Business Premises Study 2011; Camden Retail and Town Centre Study (GVA 2013); Kentish Town Centre Retail Profile 2010; Camden Retail Frontages Survey 2013; Town Centres SPG Greater London Authority July 2014.



▲ 2-10 Highgate Road, an example of more than three consecutive non-A1 Shops in a Kentish Town Road Secondary Frontage

- 2 Estate Agent – A2
- 4 Cafe/Restaurant – A3
- 6 Dental Surgery – D1
- 8 Office – B1
- 10 Restaurant/Take Away – A3/A5

DESIGN POLICIES

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

**The uninterrupted view towards Parliament Hill from the area adjacent to Kentish Town Underground station is required to be maintained, as far as possible, for future generations. Any development that takes place within the "Peripheral Corridor", shown in the plan below, must be compatible with the view in terms of its setting, scale and massing and be subject to assessment of viability on proposals coming forward.**

**Reasoned Justification**

The role of design and its setting, scale and massing will become even more critical with any development that takes place within the "Protected Corridor" identified on the Plan.

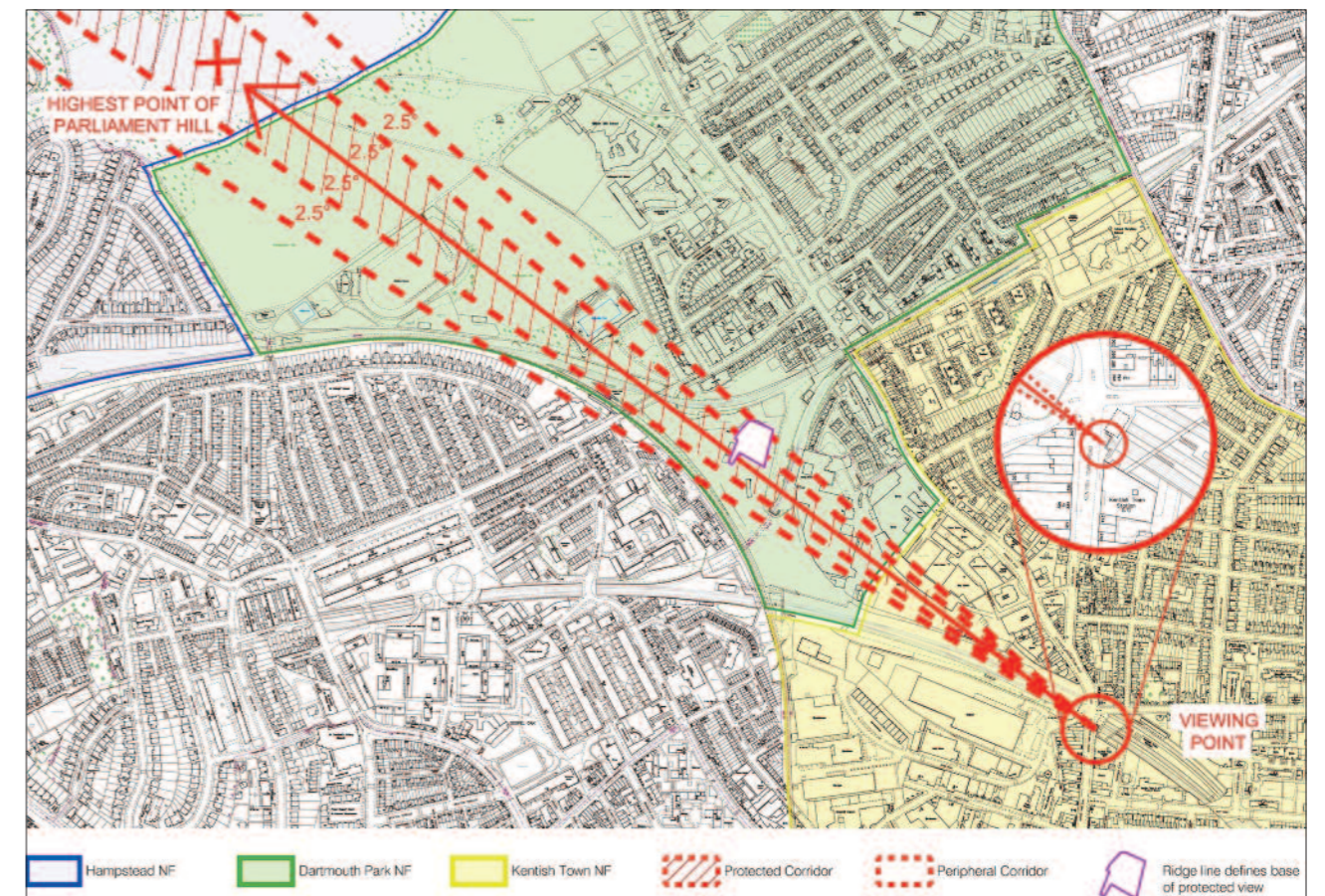
In our street engagements with the public, one of the most commonly mentioned wishes was that this view of Parliament Hill and trees must be protected. The view is cherished by local people and visitors alike. The space is accessible and makes the environment more inviting. In this very built-up area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

KTNF understands that the view outside the borders of the KTNF Area cannot be protected by this policy. Much of the area outside the borders of

KTNF is included in Dartmouth Park Neighbourhood Forum’s area. KTNF has agreed a Memorandum of Understanding with DPNF and DPNF has sent KTNF a letter agreeing in principle with Policy D1 The View of Parliament Hill (see Appendix 3 p.69). We have also discussed the policy with the management of the Murphy Site.

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

The policy seeks to implement the policies set out in the following documents: The National Planning Policy Framework: NPPF 73, 74, 109 and Camden policies CS5, CS14, CS15, CS16.



▲ The diagram illustrates the protected view, from a point adjacent to Kentish Town Station towards the crown of Parliament Hill. From the central line of view, a corridor of 2.5 degrees to either side is protected from all new development above the ridge of the building noted (on

Murphy site). To each side of the main protected corridor, a further 2.5 degrees zone is defined, in which great care and justification must be made for any new development above the previously noted ridge line.

**POLICY D2: RAILWAY LANDS**

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

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

**Reasoned Justification**

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

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

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

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

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

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

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

The policy seeks to implement the policies set out in the following documents: Camden CS1, CS2, CS5, CS6, CS8, CS16, DP2, DP3, DP5, DP16, DP17, DP22, DP24, DP26, DP28, DP31 and The London Strategic Housing Land Availability Assessment 2013 (GLA).

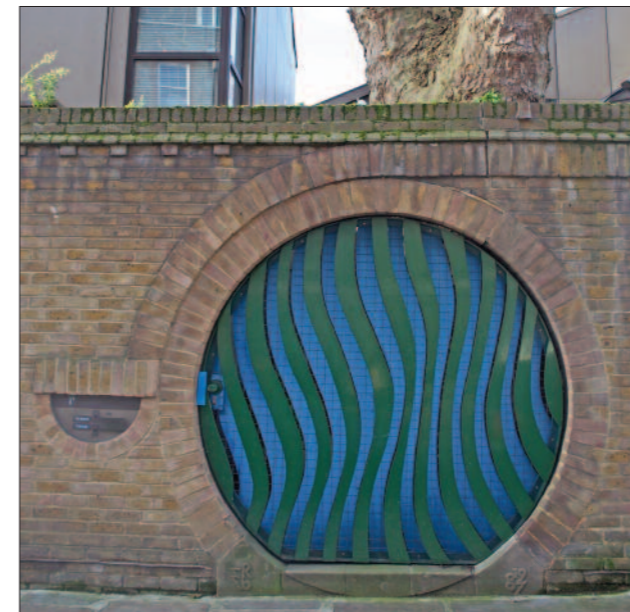
**POLICY D3: INNOVATIVE BUILDING DESIGN**

**Design principles for innovative building design – applications for the development of new and the redevelopment of existing buildings (which may include demolition, alteration, extension or refurbishment) will be supported where they meet the following criteria:**

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



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



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



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

**Reasoned Justification**

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

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

In recent years, applications for some badly designed buildings have been approved by Camden

despite local opposition. For this reason a policy for high quality innovative design is clearly necessary.

Examples of good innovative building design in the Kentish Town Area are shown here. The designs and / or choice of materials are contemporary but in keeping with the Victorian buildings adjacent or close to the buildings.

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

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

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

KTNF supports Camden Council's Local List 2015 which specifies Non-Designated Heritage Assets. However, eight fine buildings and features have been omitted from the Local List and KTNF has identified these as Non-Designated Heritage Assets with added reasons for their specification. Camden's Local List criteria have been incorporated into the captions.

BUILDINGS TO BE SPECIFIED AS NON-DESIGNATED HERITAGE ASSETS (continued overleaf)



◀ Torriano Estate, NW5 2SU, was built in the 1930's and designed by A. J. Thomas who built Kennistoun House (on Camden's Local List) and Camden Town Hall (Grade II listed).



▼ Willingham Close Estate, NW5 2UY, is composed of three blocks. Willingham was built first as mews properties and took a direct hit from a bomb. It was rebuilt, followed by Rosemary and Margaret House. The Estate was designed and built by a St Pancras in-house team. It was opened in 1952. Cecil Rhodes House in Camden Town was built using the same basic design. One of the residents says, "The Estate is a wonderful example of council-built buildings. The layout, either by design or luck, has produced a great community spirit among us all and I am a great believer that buildings do affect how people live."

**Reasoned Justification**

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

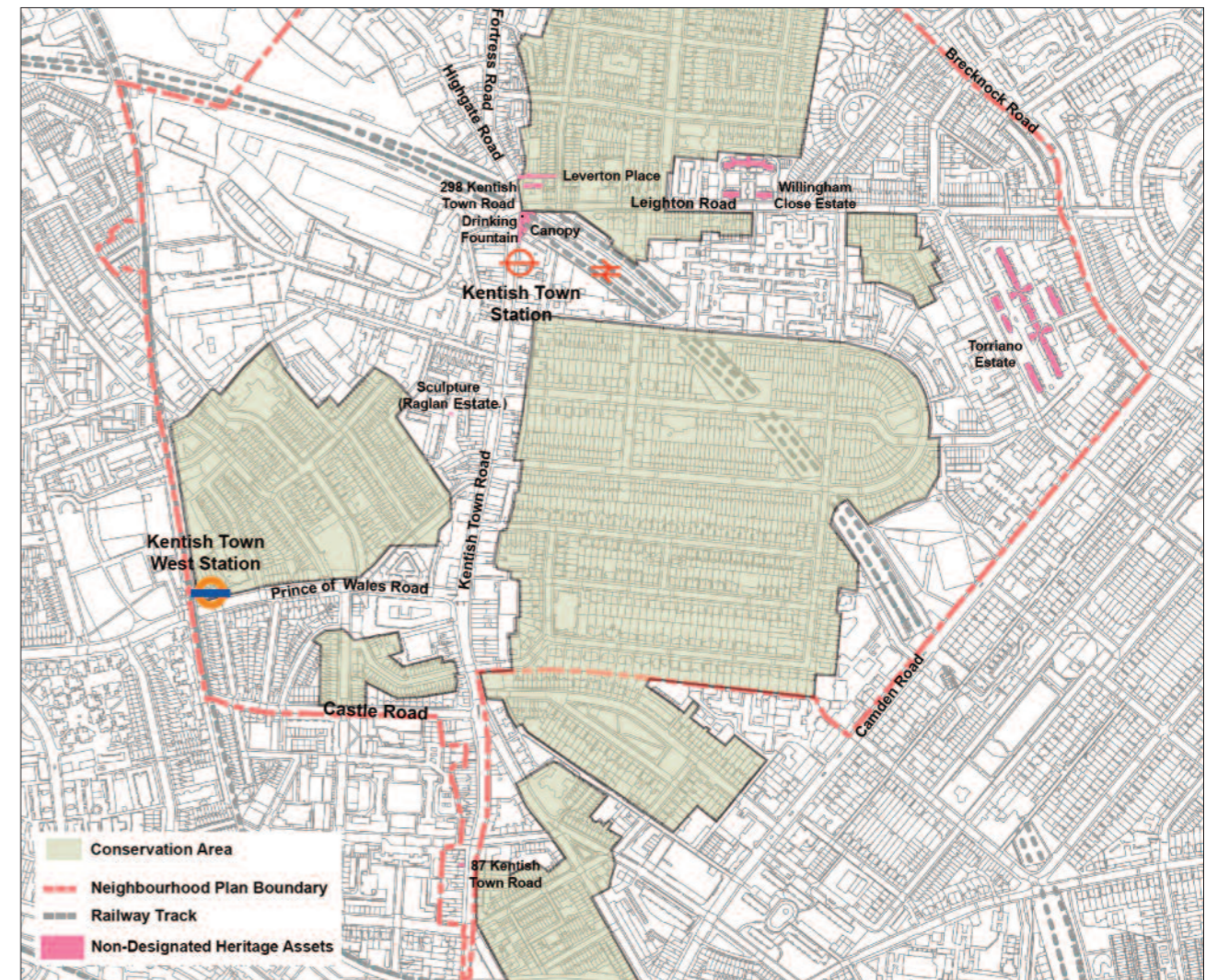
The criteria used for Camden's Local List are:

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

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

Camden's Local List recognises elements of the historic environment that are not already designated in another way e.g. buildings listed by Historic England Grade I, II\*, II, or those in Conservation Areas.

Policy D4 seeks to implement the policies set out in the following documents: Camden CS14, CPG1 Design and DP25; Kentish Town Conservation Area Appraisal & Management Strategy (2011); Shaping Neighbourhoods: character and context supplementary planning guidance GLA June 2014; Town Centres SPG Greater London Authority July 2014.



▲ Non-Designated Heritage Assets



▲ 298 Kentish Town Road, NW5 2TG, Joe's Southern Kitchen was previously the Kentish Town police station from 1862 – 1896. The building replaced a row of cottages called Hayman's Row. The architect is unknown.



▲ 87 Kentish Town Road, NW1 8NY, was the birthplace, above her father's tobacconist's shop, of Dame Lilian Barker 1874-1955 (first woman Prison Commissioner for England & Wales and significant social campaigner).



◀ Concrete and mosaic brutalist sculpture situated on the Raglan Estate, Raglan Street NW5 3BX. This is unusual example of 1960's civic art, in need of reconditioning of mosaics.

▼ The Canopy, Kentish Town Square NW5, is a fine example of Victorian station ironwork. Built in Elstree station in 1868. Erected beside Kentish Town Station in 1982.



▲ Leverton Place, NW5 2PL, is a rare example of virtually intact and continuous granite setted carriage way. Continuity is broken only by some patching and a break where it intersects with Leverton Street. The high quality of setts, gutters and kerbs creates a consistency of setting for the variety of building types in this lane.



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

GETTING AROUND POLICIES

**POLICY GA: STEP-FREE ACCESS IN KENTISH TOWN STATIONS – CIL PRIORITY (plus Section 106 contributions)**

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

**Reasoned Justification**

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

CIL Levy funding and Section 106 Grant funding, where appropriate, will be used to help Transport for London, Thameslink and London Overground

achieve accessibility. Any development plans, at any of these stations, must directly address the issue of creating step-free access.

Kentish Town is a central location in London with close proximity to the West End and the City of London. The area offers excellent public transport links to central London and beyond. However, none of the stations in the KTNF Area have step-free access. None of our local stations are scheduled to become step-free in TfL's declared programme 2015-2021. Statistics for all three of these stations show a large number of exits and entrances in 2013 for every day of the week (*see Footfall Statistics in Appendix 3, p.70*) and every year these numbers are recorded by TfL as increasing very steeply: the entries and exits in Kentish Town West station increased by 250% between 2008/2009 and



▲ Kentish Town West – London Overground Station



▲ Kentish Town Thameslink and London Underground Station

2013/2014 (567,036 to 1,983,198). The entries and exits in Kentish Town Thameslink station increased by 111% between 2008/2009 and 2013/2014 (884,654 to 1,869,356). The entries and exits in Kentish Town Underground station increased by 6% between 2009 and 2014 (7.28 million to 7.72 million).

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

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

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

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

Policy GA seeks to implement the policies set out in the following documents: Camden CS11, DP16, DP29, CPG8-10.8 and 10.9.

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

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

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

GREEN & OPEN SPACES POLICIES

POLICY GO1: LOCAL GREEN SPACES

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

Reasoned Justification

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

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

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

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

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

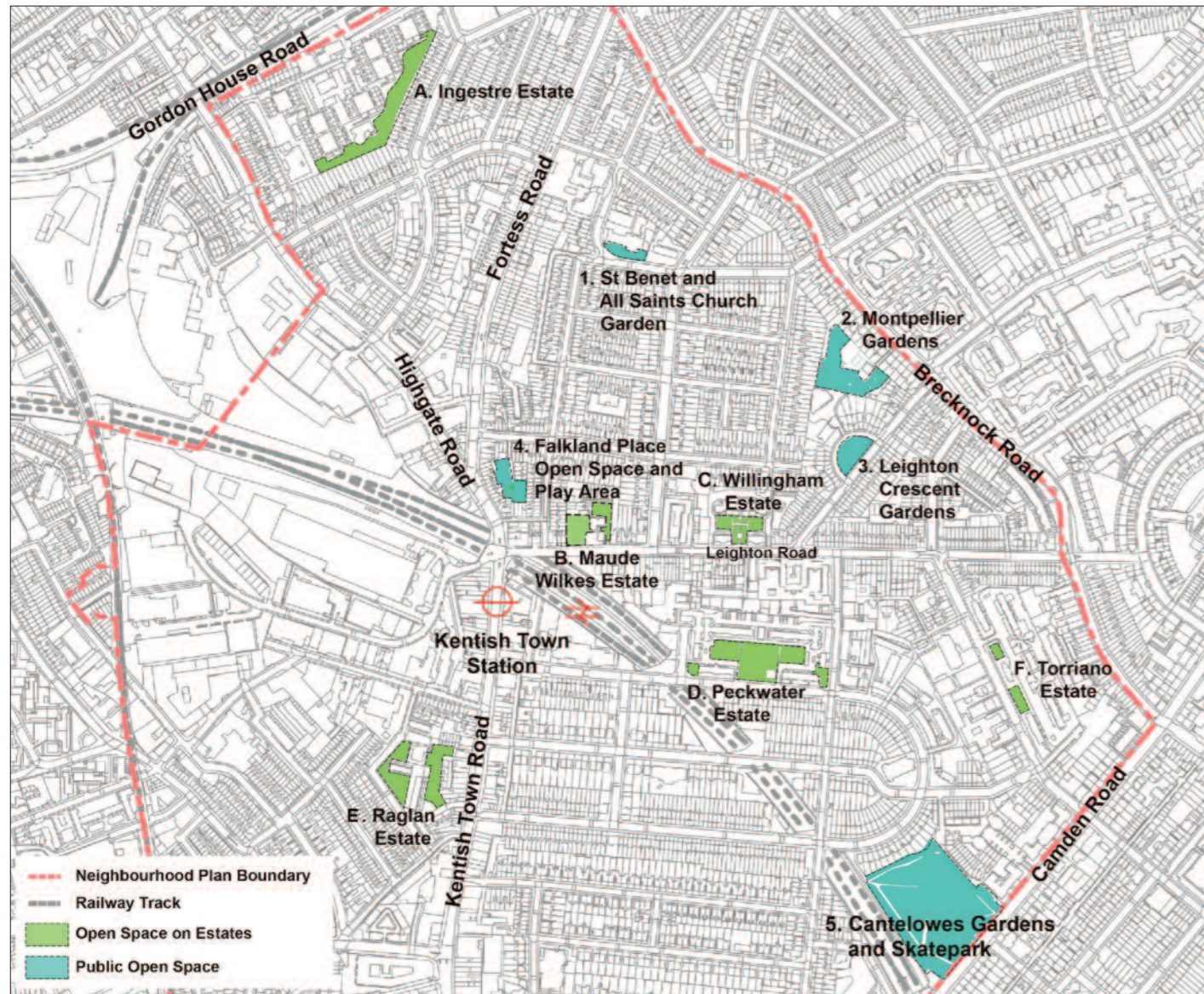
2 Montpelier Gardens, Montpelier Grove / off Brecknock Road, N19 / NW5 2XH. This green space, maintained by the Camden Council, incorporates a well-used playground and recently redesigned garden areas. The local community keeps a close eye on what goes on there and feels very protective towards it.

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

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



▲ Falkland Place Open Space and Play Area



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

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

The policy seeks to implement the policies set out in the following documents: Camden CS10, CS15, DP15 and DP31; Camden Open Space, Sport and Recreation Study June 2014:

[www.camden.gov.uk/ccm/cms-service/stream/asset?asset\\_id=3245131](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3245131)

Camden's emerging Draft Local Plan:

[http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset\\_id=3286995&](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3286995&)

Shaping Neighbourhoods: Character and Context: Supplementary Planning Guidance GLA June 2014: <https://www.london.gov.uk/priorities/planning/publications/shaping-neighbourhoods-character-and-context>

Shaping Neighbourhoods: Play and Informal

Recreation: Supplementary Planning Guidance GLA September 2012:

<https://www.london.gov.uk/sites/default/files/Shaping%20Neighbourhoods%20Play%20and%20Informal%20Recreation%20SPG%20Low%20Res.pdf>

The Value of Public Spaces Design Council (2014): <http://www.designcouncil.org.uk/knowledge-resources/report/value-public-spaces>

These reports provide the evidence base for the policy.

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

**POLICY GO2: OPEN SPACES ON ESTATES**

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

**Reasoned Justification**

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

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

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

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

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

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

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

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

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

The **Raglan Estate**, comprising the three estate



▲ Green open space on Willingham Estate

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

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

The policy seeks to implement the policies set out in the following documents: Camden CS10, CS15, DP15 and DP31; Shaping Neighbourhoods: Character and Context: Supplementary Planning Guidance GLA June 2014 and Shaping Neighbourhoods: Play and Informal Recreation: Supplementary Planning Guidance, GLA September 2012. These reports provide the evidence base for the policy.

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

**POLICY GO3: BIODIVERSE HABITATS**

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

This policy seeks to ensure that biodiversity is prioritised in the following ways:

**GO3.1** Protect and enhance existing biodiverse habitats at the following sites, identified on the Map:

1. Ingestre Wood and Nature Trail: support further development of the project.
2. Planting alongside railways: improve its biodiversity. If this is adversely affected by proposed development, it is to be replaced with equivalent biodiverse habitat for wildlife.

**GO3.2** Encourage new areas of biodiverse habitat within new developments, such as:

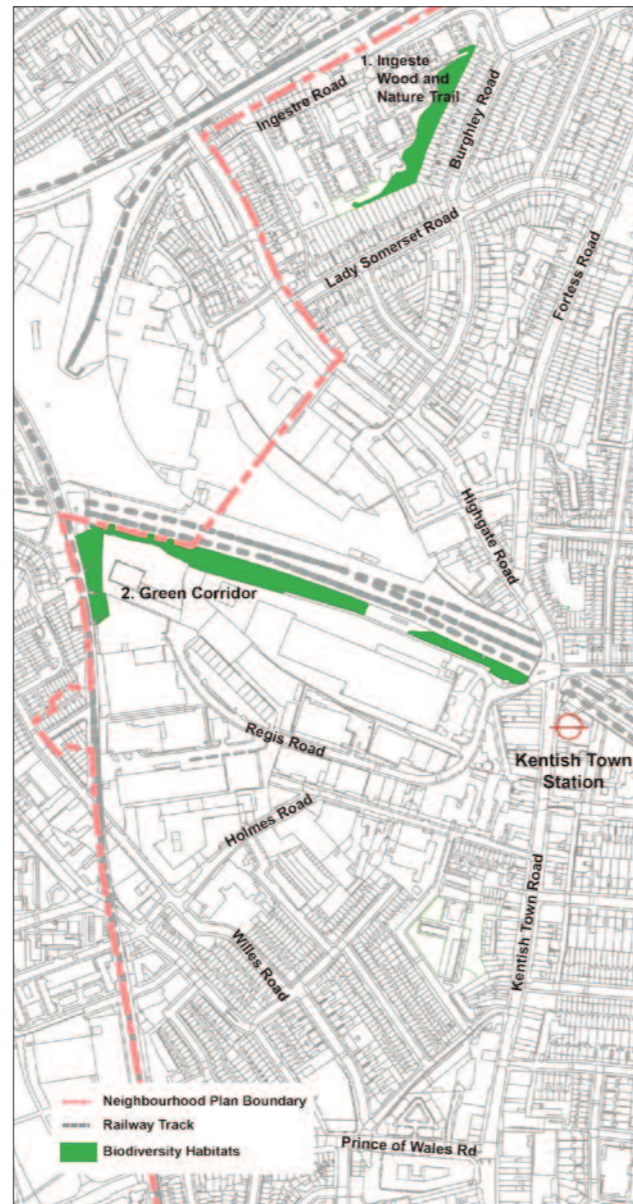
- a) Extending 'green corridors' alongside the railways, to connect with Hampstead Heath in future developments.
- b) Using landscaping which provides habitats that support native species and creating wildlife areas, which can be small, e.g. bee houses and bird boxes, or larger, e.g. wildlife gardens,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

**Reasoned Justification**

Ingestre Wood and Nature Trail is the only wildlife preserve within the area, and KTNF would like to see it protected to ensure its long term sustainability. While the Green Corridor (2 on the map right) is marked on the map of the Camden Biodiversity Action Plan 2013 – 2018, Ingestre Wood and Nature Trail is not. This area of Biodiversity must be recognised and protected by Camden Council.

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

Green and brown roofs protect surfaces from UV light and reduce drainage infrastructure, lower energy demands, improve air quality, increase



▲ Biodiverse habitats

biodiversity and ecological networks and reduce flooding. They also address the lack of public open and green space.

The policy seeks to implement the policies set out in the following documents: Camden CS13.28, CS14.18, CS15, CS16, DP31, DP32; Camden Biodiversity Action Plan 2013 – 2018 and Green Action for Change – Camden’s environmental sustainability plan (2011-2020) Second Annual Review, October 2013.

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

COMMUNITY & CULTURE POLICIES

**POLICY CC1: STATEMENT OF COMMUNITY CONSULTATION**

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

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

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

**Reasoned Justification**

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

Policy CC1 encourages more in-depth pre-application community consultation on all planning applications. It encourages developers to demonstrate how their proposed development meets a need in the community. It also encourages developers to show with whom and how they have consulted with the local community. This would be included in a Development Brief and in a Statement of Community Consultation. In the case of smaller scale developments in residential areas, these issues will be dealt with in a Statement of Neighbour Involvement. Statements of Neighbour Involvement will give a clear indication of how those most closely affected by small scale developments in residential areas regard the proposed development.

**Development Brief:** This allows for KTNF and the local community to familiarise themselves with proposals for major developments in the KTNF Plan Area before a formal application is submitted. It enables local residents, businesses and organisations to comment on proposals at a time when developers are in the earliest position to consider them. Development Briefs do not replace the formal consultation process on applications, but aim to raise local awareness of a scheme at an early stage to ensure more meaningful public involvement in proposed schemes rather than awaiting the formal consultation stage of an application when it is harder to influence changes in the scheme.

A Development Brief will be presented to KTNF and the public via email to all residents’ associations and other local groups, and advertisement in the Camden New Journal. The developers will arrange a meeting or exhibition to which council officials, councillors and everyone in the KTNF area will be invited. There will be a time limit set for sending in comments. Any major changes to the Development Brief will involve further open public consultation. Minor changes will be flagged up in the Statement of Community Consultation and in the Planning Application.

- A Development Brief shall include all relevant information needed to facilitate an informed and effective consultation, which may include:
- a) A site map showing the site’s location and its context within its immediate neighbourhood.
  - b) An illustrative layout that shows how the proposed development could be accommodated on the site.
  - c) Scale, footprint, bulk and height of buildings.
  - d) Mix of dwelling types and tenure.
  - e) Design style and guidelines – proposed designs for the development are of high quality, in keeping with the character of the area and will enhance both the natural and built environment.
  - f) Infrastructure to support the proposed development – especially access, parking, cycle and pedestrian ways and any required traffic congestion and parking assessments.
  - g) Public amenities, open spaces and playgrounds are provided as appropriate as part of the development.
  - h) The need to increase capacity for schools and / or health services.
  - i) Landscaping and publicly accessible open spaces.
  - j) The location of trees and any that may be affected by the development.
  - k) Indicative timing and phasing of the proposed development.
  - l) Community benefits to be provided.
  - m) Analysis of how the development proposals comply with the whole policy framework including the NP.



**Statement of Community Consultation:** Applicants proposing developments that require a Development Brief are encouraged to submit a Statement of Community Consultation. An underlying principle in this Neighbourhood Plan is that KTNF will be actively involved in ongoing consultation with developers and LB Camden on important planning issues.

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

1. An explanation of how a broad cross-section of local people, both in the immediate area likely to be affected by the development proposals and in the wider neighbourhood, were consulted on the development proposals in a timely fashion.
2. A description of the means used to involve and engage with local people in consultation – how provision was made for comments to be put forward in different ways; for example, a variety of publicity platforms and the opportunity to provide web-based comments as well as attending events in person.
3. A record of the views expressed by local people and KTNF.
4. An explanation of how the proposals being submitted following this Consultation have addressed the views of and any issues or

concerns raised by local people and KTNF.

**Statement of Neighbour Involvement:** This Statement must indicate clearly how many neighbours have been consulted, their addresses and whether they support or do not support the granting of permission for applications for demolitions, extensions or conversions to residential buildings and demolitions, extensions or change of use to non-residential buildings.

The policy seeks to implement the policies set out in the following documents: Camden CS4, CS5, DP1, DP3, DP5, DP13, DP22, DP24; NPPF paragraphs 69 and 188 and NPPG: Paragraph: 009 Reference ID: 20-009-20140306

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

*Camden Social Capital Survey 2008*

**POLICY CC2: COMMUNITY FACILITIES IN SCHOOLS**

The Forum will support shared use with the community of school facilities in new and existing schools in the KTNF Area, where appropriate and subject to security provisions. This policy will be subject to assessment of viability on proposals coming forward.

**Reasoned Justification**

Support will be given for proposals that enable school premises to be made available to share with the community during ‘non-teaching’ periods with the consent of the school’s staff and governors. KTNF carried out a survey of all the schools in the KTNF Area: three secondary schools (Acland Burghley, Camden School for Girls and the Collège Français Bilingue de Londres) and four primary schools (St Patrick’s Catholic, Eleanor Palmer, Torriano Junior and Kentish Town C of E). All the secondary schools make some school facilities available for community use but, of the four primary schools, only Torriano Junior does this – renting out the music room and football pitch.

There is currently a lack of holiday and evening activities and play spaces for children, and a shortage of community facilities, within the highly built-up KTNF Area.

This policy will be supported by Community and Culture Project 2 (see p.64).

The policy seeks to implement the policies set out in the following documents: Camden Infrastructure

Study Update (URS 2012), Our Camden Our Future – Camden’s Community Strategy, Social infrastructure supplementary planning guidance, GLA (2014), Play and Informal Recreation: supplementary planning guidance, GLA September 2012, London Plan Policy 3.18 Educational Facilities – Draft Social Infrastructure.

The policy is in conformity with Camden Policy DP15 – Community and leisure uses, which states that “(15.5) Some uses, in particular serviced offices, hotels and educational premises, can be suitable for occasional use by a range of local community groups. Where a community or leisure facility has been redeveloped to provide any of the above uses, the resulting development will be expected to allow community groups to access rooms or facilities at a discounted rate.” And “New community facilities must be provided in buildings which are flexible and sited to maximise the shared use of premises.”

The NPPF states as a core principle (17) that planning shall “deliver sufficient community and cultural facilities and services to meet local needs.”



▲ The George IV, Willes Road



▲ The Grafton, Prince of Wales Road



▲ The Vine, Highgate Road



▲ The Pineapple, Leverton Street

**POLICY CC3: PROTECTION OF PUBLIC HOUSES**

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

- The Junction Tavern, 101 Fortress Road, Kentish Town NW5 1AG
- The Vine, 86 Highgate Road, NW5 1PB
- The Pineapple, 51 Leverton Street, NW5 2NX
- The Bull & Gate, 389 Kentish Town Road, NW5 2TJ
- The Assembly House, 292-294 Kentish Town Road, NW5 2TG
- The Oxford, 256 Kentish Town Road, NW5 2AA
- The Lion and Unicorn pub and theatre, 42-44 Gaisford Street, NW5 2ED

- ex-O’Reilly’s (new name of pub tbc), 289-291 Kentish Town Road, NW5 2JS
- The Abbey Tavern, 124 Kentish Town Road, NW1 9QB
- The George IV, 76 Willes Road, NW5 3DL
- The Grafton, 20 Prince of Wales Road, NW5 3LG
- Quinns, 65 Kentish Town Road, NW1 8NY
- Leighton Arms, 101 Brecknock Road, N7 0DA
- The Unicorn, 227 Camden Road, NW1 9AA

**Reasoned Justification**

The public houses listed above provide, and have provided for many years, much needed space for meetings and for social interaction. Many of these public houses have also played an important part in Kentish Town’s history, and some have particular value because of historic events that have taken place within or around them, or possess valued architectural historic characteristics (see Appendix 4, p.71). All these public houses also have social or cultural value for particular groups in the community.

In order to protect these valued pubs, KTNF recommends that all the public houses listed here are placed on the register of Assets of Community Value:

<https://www.camden.gov.uk/ccm/content/community-and-living/localism-act-2011/localism-act-2011.en?page=3>

Residents in Kentish Town are increasingly concerned about the loss of their pubs. In the past four years Kentish Town has lost four pubs: The Gloucester Arms, The Admiral Mann, The Castle Tavern and Hoot ‘n Annies.

The policy seeks to implement the policies set out in the following documents: Camden CS7, CS10, DP12, DP15; Protecting the Pub Report CAMRA (2012); Pubs and Places – the Social Value of Community Pubs IPPR 2012 and Keeping Local (Steve O’Connell, GLA 2013).

## POLICY CC4: PROTECTION OF SHOPS OUTSIDE THE CENTRE

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

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

### Reasoned Justification

KTNF supports the retention and protection of shops outside the Town Centre. L B Camden's policy DP10 states "The Council will seek to protect shops outside centres by only granting planning permission for development that involves a net loss of shop floorspace outside designated centres provided that:

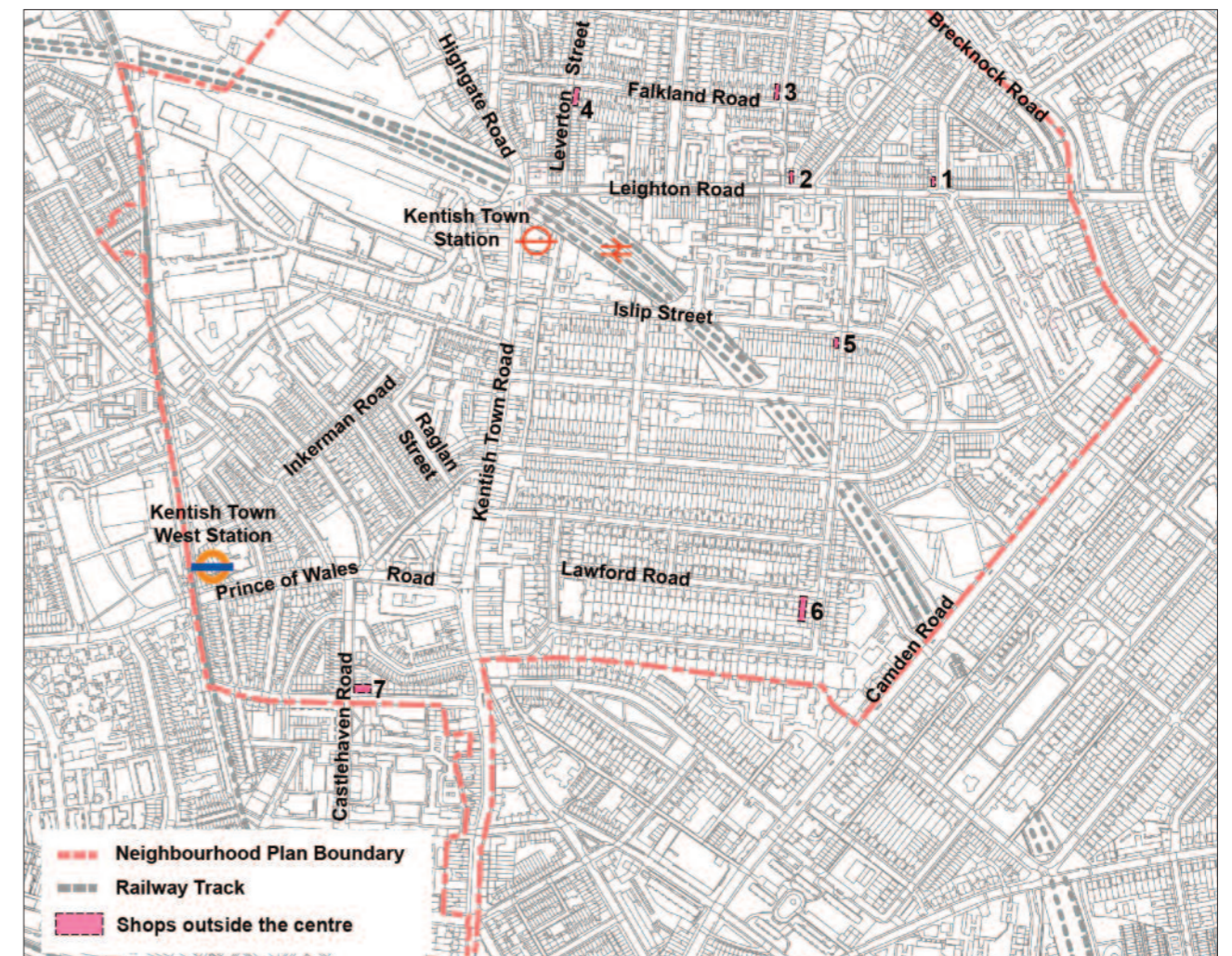
- alternative provision is available within 5-10 minutes walking distance [400-800 metres];
- there is clear evidence that the current use is not viable; and
- within the Central London Area, the development positively contributes to local character, function, viability and amenity."

It is important for the community that existing shops outside the Town Centre are retained because these shops, which are usually convenience stores, provide a vital service meeting the day-to-day needs of local communities, especially those who are less mobile. This includes the elderly, the infirm and those without access to a car.

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



- Above left: 1. Susan's Mini Market, 153 Leighton Road NW5 2RB  
 Above right: 2. Leighton Food Centre, 91 Leighton Road NW5 2QJ  
 Left: 3. Falkland Store, 71 Falkland Road NW5 2XB  
 Opposite top left: 4. Leverton Stores, 50 Leverton Street NW5 2PJ  
 Opposite top right: 5. Savers Mini Market, 121A Islip Street NW5 2DL  
 Opposite below left: 6. The Village Store, 62 Lawford Road NW5 2LN  
 Opposite below right: 7. Tiku's Supermarket, 84 Castlehaven Road NW1 8PL



▲ Shops outside the centre



# KENTISH TOWN NEIGHBOURHOOD PLAN SPATIAL POLICIES

In addition to the General Development Policies set out in the previous section, the Neighbourhood Forum has identified three overarching Spatial Policies which cover wider and more complex areas than those specified in the Site Specific Policy section or those in the General Development Policy section. The three Spatial Policies lie at the heart of the neighbourhood and are of wider than local significance – the proposed Kentish Town Square (Policy SP1 Phase 1 opposite, linked with Project Kentish Town Square Phase 2, p.60), Kentish Town Potential Development Area (Policy SP2, p.40) and General Development Criteria (Policy SP2a, p.42). The Spatial Policies set out the framework within which proposals should be considered and, together with the Project, seek to ensure a coordinated approach to the multiple strands of action required to realise the potential of the area.



▲ Regis Road

**POLICY SP1: KENTISH TOWN SQUARE PHASE 1 – CIL PRIORITY (plus Section 106 contributions)**

KTNF will support proposals for the creation of a new Kentish Town Square to renew and enhance the centre of the neighbourhood through new development, and through public realm and pedestrian improvements to Kentish Town Road. Development proposals will be supported that meet the following criteria, where appropriate:

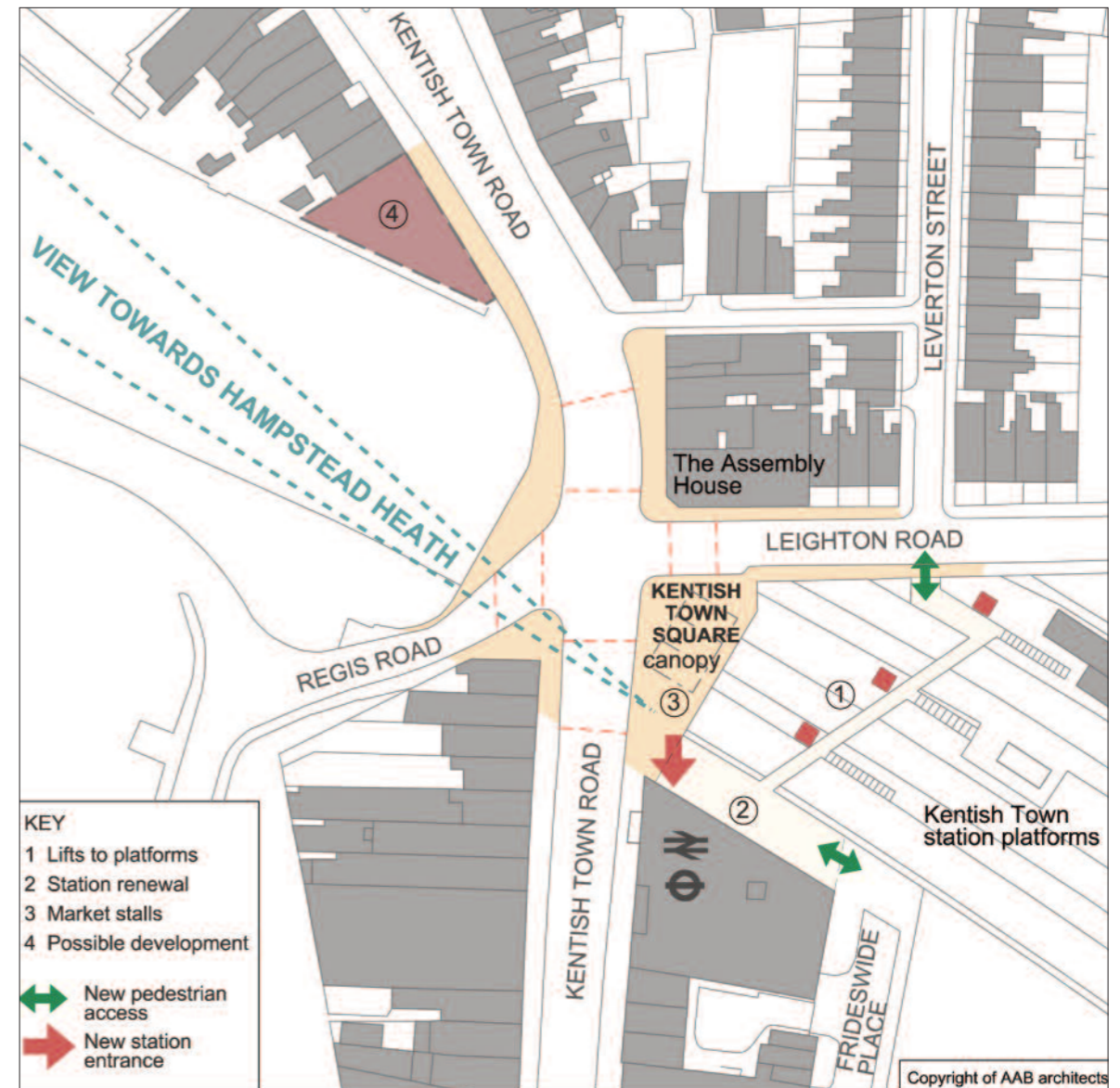
- a) Create a high quality public square
- b) Protect the canopy
- c) Introduce a new entry into refurbished station
- d) Create access to platforms from Leighton Road
- e) Enable step free access to the Underground and rail stations (see Policy GA)
- f) Install lifts onto the station platforms
- g)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

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

**Reasoned Justification**

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

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



▲ Kentish Town Square – Phase 1

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

Policy SP1 therefore sets out a framework for enhancing Kentish Town Centre, through the creation of Kentish Town Square, to restore quality to the heart of the neighbourhood, an aim that is included in KTNF's Vision. The policy seeks to implement the policies set out in the following documents: Camden CS7, CS10, CS11, CS14, DP11, DP12, DP21, DP29, DP31. The longer term potential for the development of the square is set out in Project: Kentish Town Square Phase 2, p.60.

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

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

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

The increased provision of step-free access at London's stations is a key policy of TfL's accessible transport network for London. The desirability of implementing step-free access at Kentish Town and Kentish Town West stations is recognised. However, the current TfL programme for providing step-free access at London's stations does not include Kentish Town and Kentish Town West stations. The TfL programme is however subject to review and will be rolled forward during the lifetime of the KTNF. Policy SP1 therefore seeks to recognise, protect and promote future opportunities for investment in step-free access at its stations. This will become increasingly important in view of the desire to promote further development in the area. The implementation issues associated with the provision of step-free access are dealt with more fully under the provisions of Policy GA, p.25.

Consideration should be given to the relationship between Kentish Town Square and long-term proposals promoted in Spatial Priority SP2, p.40.



▲ Kentish Town Square Site

**KENTISH TOWN POTENTIAL DEVELOPMENT AREA (KTPDA)**

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

**LOCAL PLAN**

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

**COMPREHENSIVE DEVELOPMENT FRAMEWORK**

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

**THREE AREAS**

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

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

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

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

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



▲ KTNF members in Highgate Road Section

**POLICY SP2 : KENTISH TOWN POTENTIAL DEVELOPMENT AREA (KTPDA)**

KTPDA (Regis Road Site, Murphy Site and Highgate Road Section) is defined on Map p.4. KTNF recognises that Kentish Town Industry Area is, at present, safeguarded as an employment designation in Camden’s Core Strategy. The Neighbourhood Plan recognises the potential of the KTPDA for a mixed use development whilst retaining, and where possible increasing, the level of industrial floorspace and employment opportunities including the growth of small and start-up businesses. This requires the preparation of a Development Framework for the whole area.

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

**Reasoned Justification**

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

The requirements of Policy SP2 safeguard the GLA policy to maintain the scale of industrial land and floorspace. Local planning policies aim to promote the most efficient use of land and buildings and encourage new appropriate employment space with more emphasis on the provision of good quality employment space. There is however a shortage of land for new development in Camden in general and in Kentish Town in particular.

Housing is badly needed in Kentish Town and mixed use development would benefit the Neighbourhood Area and London as a whole. Camden Council will aim to secure a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,100 additional homes from 2015/16 – 2030/31, including 11,130 additional self-contained homes (ref. Draft Camden Local Plan).

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

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

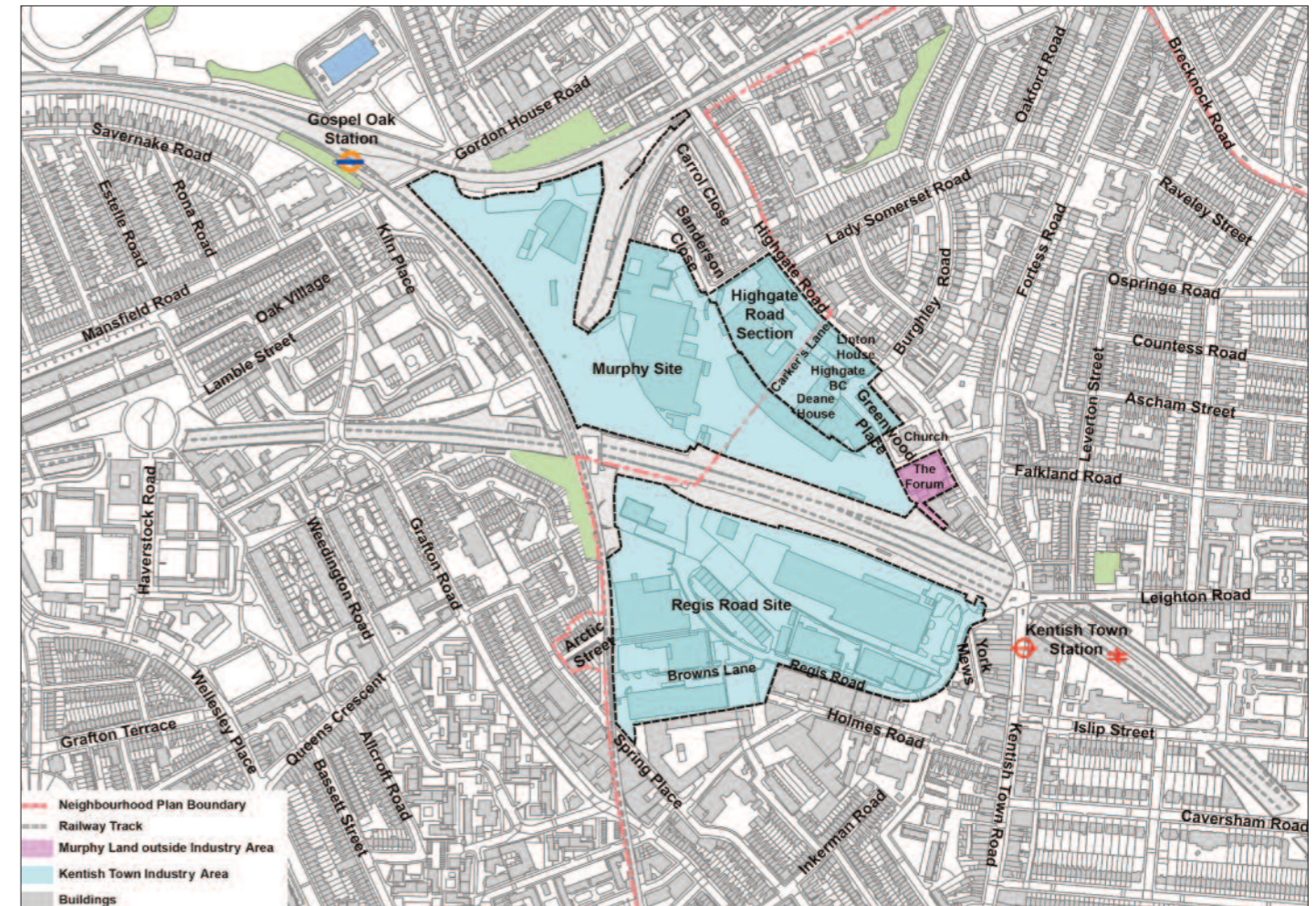
Camden 2008 Housing Needs Assessment identified 5,540 overcrowded households in the borough, a figure representing 5.7% of all

households. In total it is estimated that 13,905 households in the borough are living in unsuitable housing (12.7% of all households). This highlights the shortage of family accommodation in the borough, particularly social-rented.

KTNF therefore believes that, where appropriate, new development will enhance the existing neighbourhood and will bring long term benefits from increased industrial floorspace and the provision of new residential development. As recognised in the London Plan, there are opportunities “to take account of trends in a wide range of industrial type activities and scope for more efficient use of industrial capacity”. The use class of general industrial covers a vast range of employment opportunities from offices, research and development, light industrial to storage and distribution, wholesale warehouses, distribution centres and repositories.

Policy SP2 promotes an increase of industrial floorspace in KTPDA. The Neighbourhood Forum recognises that there is a significant development opportunity in the Potential Development Area. Policy SP2 therefore supports the redevelopment of this area whilst acknowledging that the appropriateness of the policy considerations may vary in different sections of it. The application of this policy must however safeguard the current overall scale of industrial floorspace. Policies SP2 and SP2a support Camden’s Policy CS8 which states that existing employment sites and premises that meet the needs of modern industry will be safeguarded.

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



▲ Kentish Town Industry Area ▼ Entry to Regis Road Site



**KTPDA – Regis Road Site:** There are a number of industries operating within Regis Road Site. Among them are distribution services supporting Central London firms with high employment densities and productivity. Other industries on the site include an architectural practice, a plumbing merchant, a kitchen joinery company, a consumer products company and a TV and film studio.

The site is currently underused – the buildings are mainly low-rise and surrounded by car parks, extensive areas of hard standing and landscaped and incidental areas. The potential intensification of the use of the site through additional mixed use development, including residential, industry, offices, start-ups, and other uses, is supported by the local community subject to consideration against the general criteria and specific criteria set out in Policy SP2a on p.42.

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

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

- i) Existing industrial floorspace is maintained or increased by better design and greater density of buildings.
- ii) Developers will be encouraged not to obstruct the view of Parliament Hill from the canopy area beside Kentish Town Station with the height and bulk of the proposed development (see *KTNP Policy D1*). Developers will be expected to undertake robust townscape and heritage impact analysis to ensure that key views and heritage assets are protected.
- iii) Footpaths and cycle ways are provided in both north-south and east-west direction to improve the permeability of the site, as appropriate.
- iv) Affordable housing is included in the proposed development in accordance with the London Plan Policy 3.10 Definition of affordable housing, and Camden’s policy DP3.
- v) Housing for the growing population of the elderly is included in the proposed development in accordance with Camden policy DP7.
- vi) Mitigation is provided to offset the impact of development on existing local healthcare facilities and educational provision. This is expected to be secured either through a financial contribution from the developer or the direct provision of new facilities by the developer, e.g. school, nursery, health centre.
- vii) Green spaces, play spaces, leisure facilities and fully accessible public squares are provided in accordance with Camden policies DP31 and CS15.
- viii) Community leisure facilities for playing sports are provided to be shared by the community and other local groups such as local schools, sports clubs and similar groups.
- ix) Improvements are made to the environment of the area, including upgrading existing premises and creating modern employment space and smaller employment spaces.
- x) Apart from parking for essential users (e.g. emergency services) and Blue Badge permit holders, any development will be car free.
- xi) The amount of light pollution is minimised in accordance with the National Planning Policy Framework and Camden Policy DP26.
- xii) Buildings and services will be expected to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation (which can include sources of site-related decentralised renewable energy) as stated in Camden policies DP22 and in accordance with CS13.

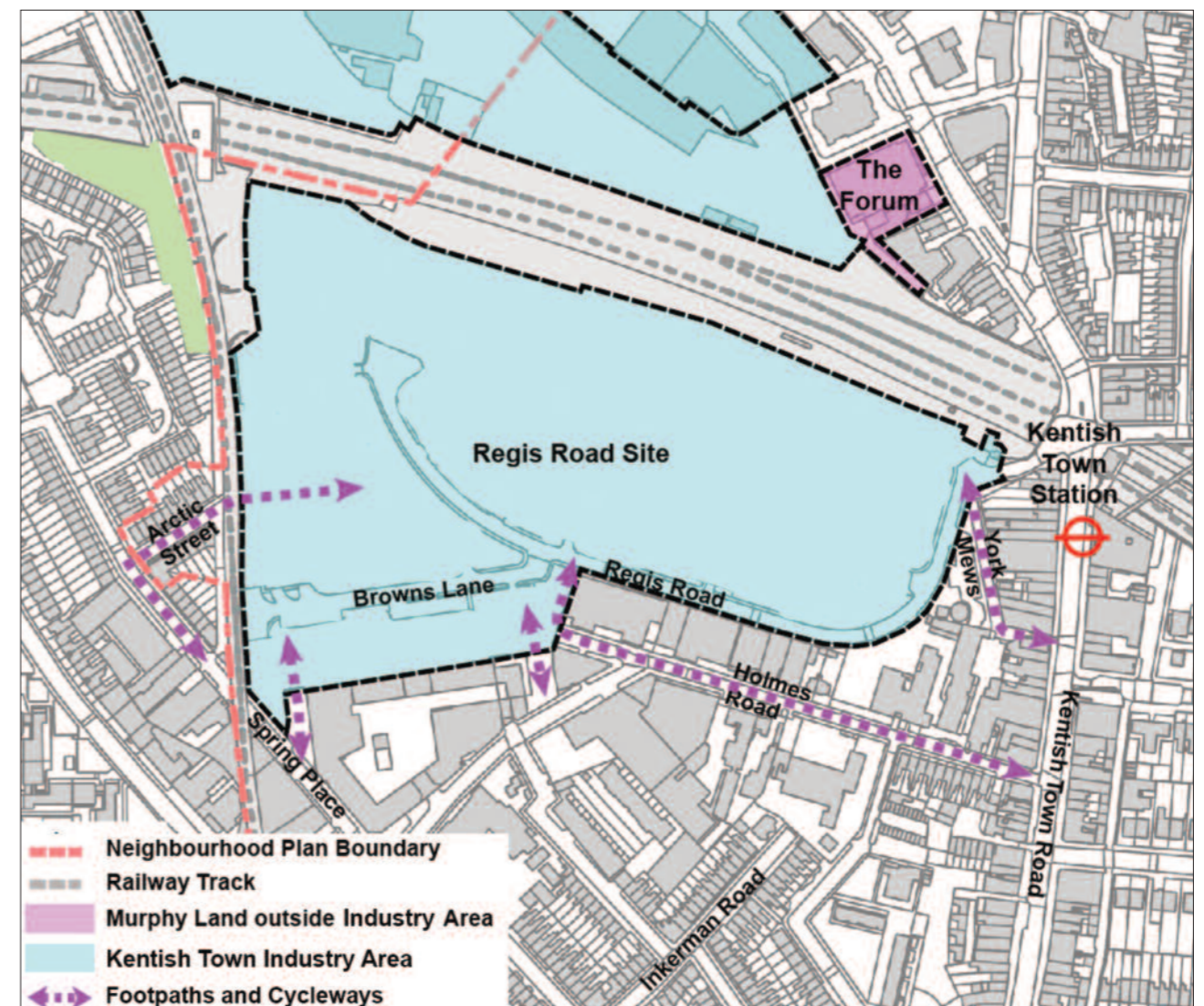
**SPECIFIC CRITERIA FOR REGIS ROAD SITE**

In addition to the general criteria set out above, the following specific criteria will be supported in the assessment of development proposals for Regis Road Site, subject to viability:

- a) The gate at Arctic Street is opened up to give west-east access routes for footpaths and cycle ways linking the site with Arctic Street and Spring Place in the west and Kentish Town Road in the east (see *Map opposite*).
- b) For the provision of footpaths and cycle ways, entries and exits to the site are opened up above Spring Place on the southern tip of the site; below Browns Lane through to the west of the Veolia site, into Holmes Road; from Regis Road through to the east of the Veolia site, into Holmes Road leading to Kentish Town Road; from Regis Road through to York Mews, leading to Kentish Town Road, following permission for mixed use development (see *Map opposite*).
- c) The Regis Road Recycling Centre is safeguarded, as specifically stated in Camden’s Core Strategy – Policy CS18. Any change of use of this site will only be permitted if a suitable compensatory waste facility is provided that replaces the facilities and services available at Regis Road (see *London Plan policy 4A.24*).
- d) The Royal Mail Delivery Office in Regis Road is a much-valued facility for residents and businesses in Kentish Town. The local community urges that any change of use of the site will only be permitted if an alternative facility for collecting parcels is provided in Kentish Town.
- e) Improvements are made to the existing entrance to Regis Road including improvements to the quality of advertisements to meet the criteria of Camden policies CS14 and CPG8.



▲ Regis Road Site. ‘High Street’ indicated is Kentish Town Road.



▲ Provision of new footpaths and cycleways into Regis Road Site

**Reasoned Justification**

Any development on land within the Kentish Town Potential Development Area may have an adverse impact on the views currently enjoyed by residents and business occupiers. Protection of some very high profile and sensitive views will be supported, e.g. the long view from the canopy area towards Parliament Hill, (*see Design Policy D1, p.19*). Given the overall size of the footprint of the land in question, unduly tall buildings could adversely affect views over a wide area and impact on many people. The height of all buildings will therefore have to take into account the potential impact on views and will be limited in some circumstances to avoid obscuring sight lines.

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

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

**KTPDA – Murphy Site** (*see map p.41*): Camden's current and emerging plans safeguard Murphy Site for employment use and do not propose additional non-employment uses. This area extends into the Dartmouth Park Neighbourhood Forum (DPNF) Area. KTNF has agreed a Memorandum of Understanding with DPNF which has sent KTNF a letter agreeing in principle with the Plan's proposals for the Murphy Site, should it come forward for development (*see Appendix 3 p.69*).

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

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

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

A mixed use approach to the development of the site, including residential buildings and incorporating active business and industrial uses, where appropriate, would be supported. This would intensify the use of the site and ensure the continuing viability of industrial uses. The imposition of

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

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

The site is currently occupied by mainly single or double-storey sheds, open-air yards, car parks and the access road. Therefore future buildings must reflect the density and scale of an inner London location. New proposals will be supported that ensure that the amount of industrial and other employment floorspace on the site is maintained and increased.

Improvements to the entrance will be supported that include the incorporation of pedestrian pavements on both sides of the access road, landscaping, street lighting, and a road name sign.

conditions should be considered in order to ensure the continuing viability of these uses. Appropriate noise mitigation measures must be made in accordance with current Camden policy.

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

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

**KTPDA – Highgate Road Section** (*see map p.41*): Highgate Road Section comprises Linton House, Highgate Business Centre, Deane House, Greenwood Centre, Highgate Day Centre, A&A Self Storage (formerly Lenham House), the Camden Society and the land surrounding these buildings. The northern part of this section, including Highgate Studios, is within the DPNF Area. Part of the Highgate Road Section is included in Camden Site Allocations: Site 43 – 19-37 Highgate Road (Highgate Day Centre) and 25 and 37 Greenwood Place. All these buildings, comprising mainly business use, have been highly regarded as valuable employment space for small and medium-sized enterprises (SMEs). The section has lost employment space as landlords have exercised Permitted Development Rights to convert employment space to residential use. The Council has now confirmed 'non immediate' Article 4 directions withdrawing the right to change from office to residential use without a formal grant of planning permission. The local community wishes to see all the remaining employment retained.

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



▲ Part of Highgate Road Section

# KENTISH TOWN NEIGHBOURHOOD PLAN SITE SPECIFIC POLICIES



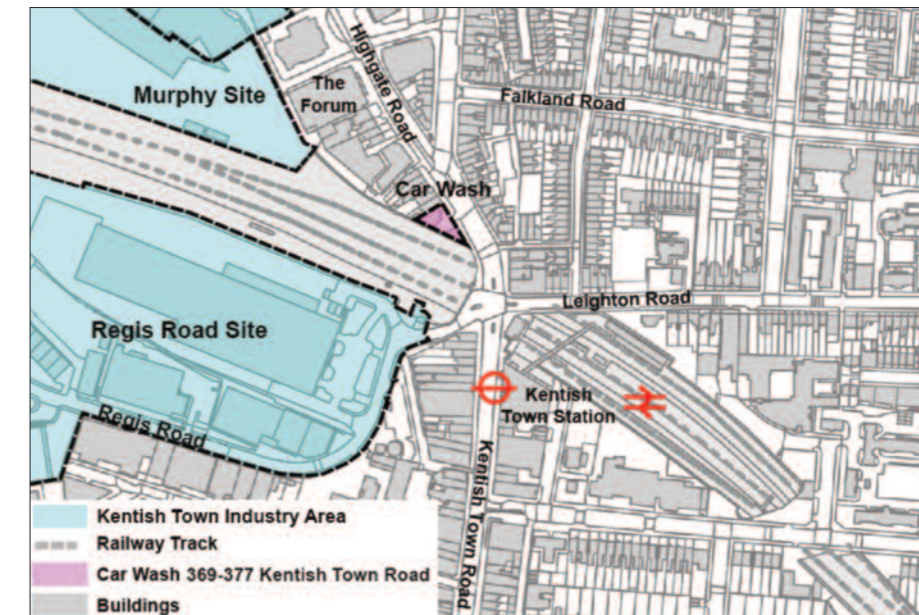
Prince of Wales Road

## SITE SPECIFIC POLICIES

### POLICY SSP1: CAR WASH SITE 369-377 Kentish Town Road NW5 2TJ

KTNF will support proposals for the sustainable redevelopment of this site for mixed use. Development will be supported that includes an agreement with L B Camden and Transport for London to extend the width of the pavement and move the bus shelter backwards by 1 metre through adoption of land within the the Car Wash site. Relocating the shelter well back from the kerb and widening the pavement will reduce the danger and increase the safety for passengers and passing pedestrians alike.

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



▲ Car Wash Site, 369-377 Kentish Town Road

#### Reasoned Justification

The size of this site is approximately 3,675 sq ft (.34142 hectares). Regarded as an eyesore for most of the public for many years, its redevelopment as a mixed use building will benefit the community. It is in a very suitable position for restaurant or retail use on the ground floor and will provide much-needed residential accommodation above. KTNF has been in discussions with the owner who is actively seeking development proposals since the lease enables development of the site. KTNF will support change of use and development of the site subject to the criteria listed below:

- There will be intensification of the site through a building of mixed use development, including retail or restaurant on ground floor and residential on upper floors.
- The design of the new building will respect and be sensitive to the height of existing buildings in their vicinity and setting.
- The building will be of the highest architectural quality (see Policy D3).

The width of pavement in front of the Car Wash site is too narrow – 2.59 metres. Large numbers of passengers wait here to catch buses to Parliament

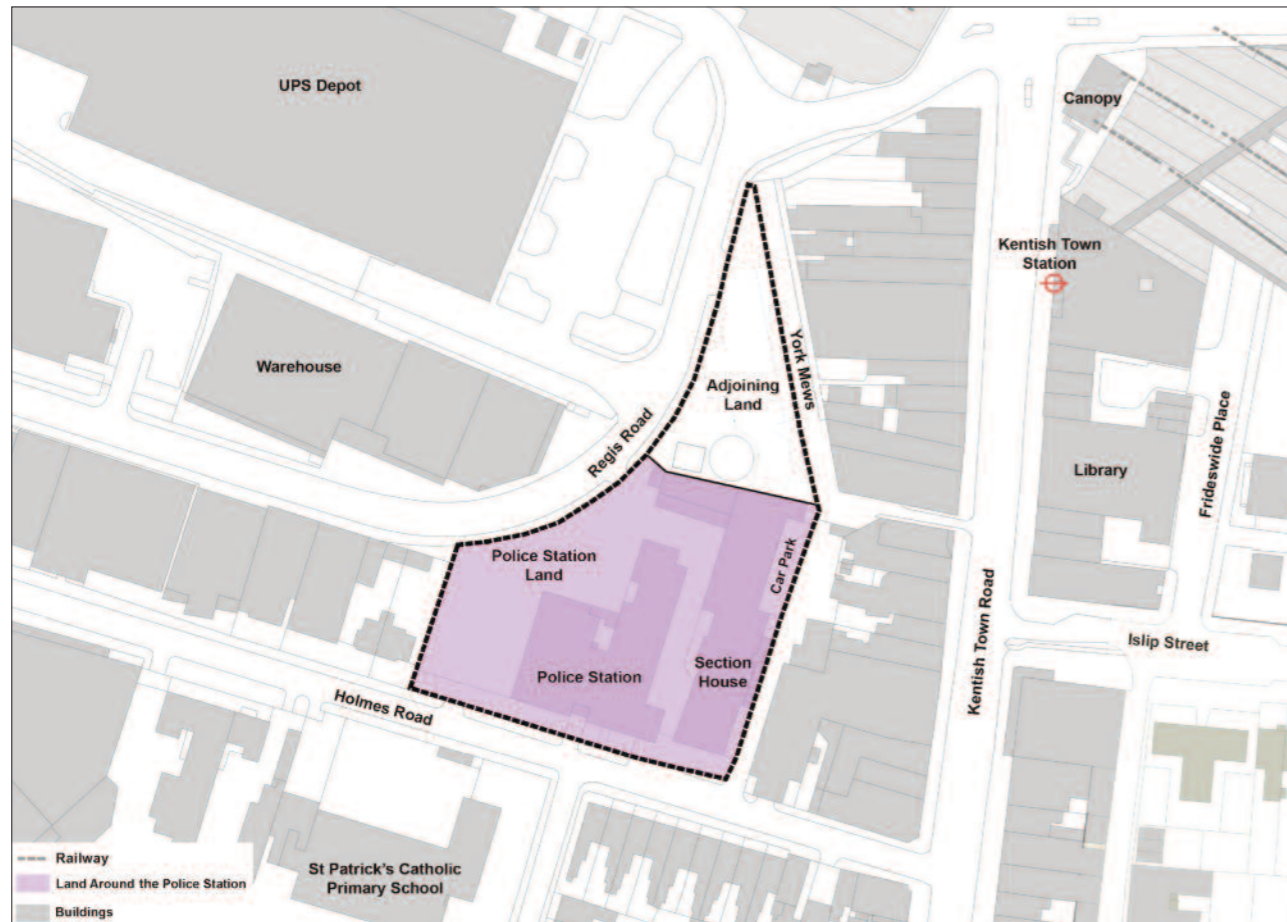
Hill, Highgate, Archway and Muswell Hill.

Pedestrians try to get past to walk along the pavement. When there is an event at the Forum, just a few blocks away, crowds of people walk along here, on the pavement and in the road. In addition, during the day, cars go back and forth in and out of the Car Wash site. The situation is very dangerous, therefore the widening of the pavement and the relocation of the bus shelter through the adoption of land within the site will be supported.

Transport for London has commented on this policy in the KTNF Reg 15 Consultation: "Policy SSP3 relates to the car wash site at 369-377 Kentish Town Road, and the requirement to widen the footway to provide for better pedestrian facilities is supported. However, for the avoidance of doubt this policy should refer to the relocation of the bus shelter rather than the bus stop, and that the pavement would be widened through the adoption of land within the site as highway rather than through building out into the carriageway."

The policy seeks to implement the policies set out in the following documents: Camden CS6, CS7, DP1, DP2, DP17, DP24.





▲ York Mews, Section House and Land around the Police Station

**POLICY SSP2: YORK MEWS, SECTION HOUSE AND LAND AROUND THE POLICE STATION** (see map above)

KTNF supports proposals for a sustainable comprehensive residential redevelopment of this site which comprises four separate but adjacent plots:

1. The vacant Police Section House
2. The car park adjacent to the Section House (“Car Park”)
3. The adjoining land in Regis Road currently used for parking (“Adjoining Land”)
4. York Mews, a cul de sac with the rear of premises on one side

KTNF supports a residential-led development of the Site, including the following uses:

- a) Core Strategy Policy CS6 requiring 50% affordable housing
- b) Ground floor offices

Policy SSP2 will operate if the site comes forward for development independently from the development of the Regis Road Site under Policy SP2. However, given its proximity to the Regis Road Site, there are foreseeable circumstances where Policy SSP2 site will be included within a wider masterplan of the area. If this were the case, the aspirations described in SSP2 will be located elsewhere.

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

**Reasoned Justification**

The vacant Police Section House is included in Camden Site Allocation (site 40) that supports a residential-led development which is also supported by KTNF. Whilst it would be possible to proceed with a residential scheme on this part of the Site in isolation, there is a greater opportunity to develop

this plot in conjunction with the Adjoining Land, the Car Park and York Mews in order to maximise the potential the Site offers. An application that provides for a comprehensive development of the Site will be strongly supported.

The Adjoining Land is owned by Harmsworth Pension Funds Trustees. The property managing

agents for the pension fund have indicated that they have no objection in principle for this plot to be included in a redevelopment of the whole Site.

One side of York Mews is bounded by the rear of commercial premises, the other side backs onto the Section House and the Adjoining Land.

The Car Park lies between the Section House and York Mews. Inclusion of this plot would be necessary for a comprehensive development of the Site as proposed.

A comprehensive development of the Site will maximise its potential with a significant increase in the number of housing units and with it the supply of affordable housing. It will also:

- a) Strengthen the east / west route from Kentish Town Road through to York Mews.
- b) Create new pedestrian and cycle access routes between Holmes Road and Regis Road.
- c) Create new public access between the main shopping street on Kentish Town Road and Regis Road.

In terms of new access, the owner of Regis Road has been contacted and is in agreement in principle

to b) and c). New pedestrian access through the site and the design of the development will also have to consider the operational needs of the Metropolitan Police and its continued use of the Police Station.

Part of this site (the vacant Section House and surrounding land) is included in Camden’s Site Allocations Site 40: Kentish Town Police Station, 10A, 12A, 14. The Police Station is an Historic England Grade II listed building and its continued operational use is supported by KTNF.

The policy seeks to implement the policies and strategies set out in the following documents: Camden CS1, CS3, CS5, CS6, CS17, DP2, DP3, DP5, DP22, DP24, DP29, DP31; London Plan Policy 3.5 and Table 3.3 and Kentish Town Conservation Area Appraisal and Management Strategy (2011).

“This trend [number of homes needed] is set to accelerate, with the population expected to increase by 7% and the number of households by 11% over the next 15 years” Camden Housing Strategy 2011-2016.

**POLICY SSP3: FRIDESWIDE PLACE / KENTISH TOWN LIBRARY**

(see map overleaf)

**KTNF will support proposals for sustainable development in Frideswide Place that contribute to the uses listed below, including active frontages and rears of premises along the western side of Frideswide Place.**

**Development must be sensitive to nearby uses, including the adjacent Kentish Town Church of England Primary School and Kentish Town Station, particularly regarding access, highway safety, noise and amenity for occupiers.**

**Residential-led (C3) mixed use development of the site to include other priority uses:**

- a) Live/work (Sui Generis)
- b) Non-residential institutions (D1) and Assembly & Leisure (D2), including retention or re-provision of Kentish Town Library
- Any residential element of development will be subject to:
- c) Core Strategy Policy CS6 requiring 50% affordable housing (of which 60% social rented and 40% intermediate, including affordable rent), subject to viability
- d) London Plan Policy 3.5 and Table 3.3 requiring minimum space standards

**Development will also be required to provide or contribute to:**

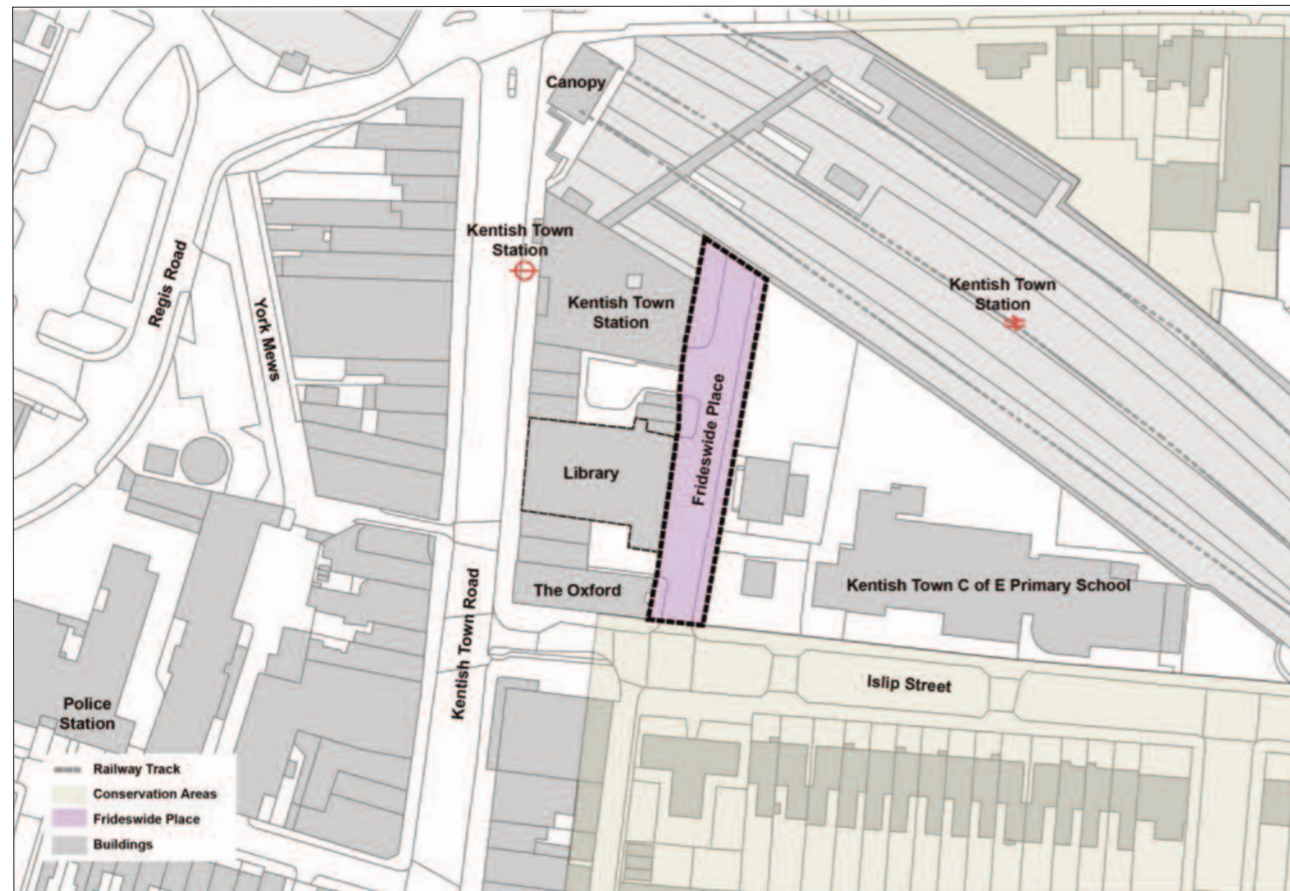
- e) A new pedestrian link from the bridge by Kentish Town Station to Frideswide Place
- f) On-site cycle parking facilities
- g) Enhanced public realm in Frideswide Place, including improved pavements and tree planting
- h) Enhanced public realm and cycle lane links at junctions with Islip Street and Kentish Town Road.

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

**Reasoned Justification**

In order to meet current and future housing needs and to provide employment space this policy seeks to broaden the mix of existing uses. It also seeks to create a new streetscape with a new pedestrian access to Kentish Town Station and Kentish Town Road.

The policy seeks to implement the policies set out in the following documents: Camden CS1, CS3, CS5, CS6, CS10, CS17, DP1, DP2, DP3, DP5, DP13, DP15, DP17, DP21, DP22, DP24, DP29, DP31 and Camden Transport Strategy 2011. Policy SSP3 is indirectly relevant to policies and guidance



▲ Frideswide Place ▼ Frideswide Place garages site suitable for housing



CS14 and DP6; Camden Infrastructure Update (2015); Camden Planning Guidance 6 Amenity especially Chapter 4; Camden Planning Guidance 2 Housing; Camden Planning Guidance 7 Transport; The London Plan Policy 3.5 and Table 3.3, Draft Social Infrastructure SPG GLA (2014); The Mayor's

Vision for Cycling in London GLA (2013); Improving walkability: Good practice guidance on improving pedestrian conditions as part of development opportunities Transport for London (September 2005); GLA's Social Infrastructure SPG (2015) Chapter 4 Lifetime Neighbourhoods.



▲ Wolsey Mews

POLICY SSP4: WOLSEY MEWS

KTNF will support proposals for sustainable development in Wolsey Mews that contribute to the uses listed below, including active frontages and rears of premises along the entire length of the mews:

- a) Shops (A1)
- b) Restaurants and cafes (A3)
- c) Offices (B1(a) or A2)
- d) Live / work (Sui Generis)
- e) Non-residential institutions (D1) and community facilities (D2)
- f) Residential (C3) or offices (B1(a)) on upper floors

Development must be sensitive to occupiers, particularly regarding access, circulation of traffic, strict enforcement by LB Camden and the Metropolitan Police of 7.5 tonne weight restriction and 20 mph speed limit, highway safety, noise and amenity. Development will also be required, as appropriate, to provide or contribute to:

- g) On-site cycle parking facilities
- h) Enhanced public realm in Wolsey Mews, including widened and improved pavements and tree planting
- i) A safe one-way cycle route marked on the roadway with cycle lane links at the road junctions

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

**Reasoned Justification**

Kentish Town Road itself is not particularly broad and so the intensity of movement it carries gives little respite for the pedestrian. Whilst there are a number of perpendicular streets running into Kentish Town Road at relatively regular intervals, there are virtually no parallel streets running either side of the centre of the Kentish

Town Road shopping area. This means that most residents and visitors moving in a north or south direction are effectively channelled into Kentish Town Road.

At the same time, with the increasing interest by national retail and catering chains and the rising business rents in the Kentish Town Road, there are fewer affordable and smaller scale premises for

independent shops and other service sector businesses. KTNF welcomes development of such premises along the routes parallel (but very close) to the centre of the Kentish Town Road shopping area. Wolsey Mews is slowly developing into a more active part of the town centre, with garages being converted to offices. KTNF supports development that is focused on small business and creative entrepreneurial activities. The policy will create new active frontages along Wolsey Mews, thereby contributing a new and potentially attractive streetscape to Kentish Town.

The policy seeks to implement the policies and guidance set out in the following documents: Camden

CS1, CS3, CS5, CS6, CS7, CS8, CS10, CS17, DP1, DP2, DP3, DP5, DP10, DP12, DP13, DP15, DP17, DP21, DP22, DP24, DP29, DP31; Camden Retail and Town Centre Study (GVA 2013); Camden Housing Strategy 2011-2016; Social infrastructure SPG GLA (2015); London Plan Policy 3.5 and Table 3.3; Camden Planning Guidance 2 Housing; Camden Planning Guidance 5 Town Centres, Retail and Employment; Camden Planning Guidance 6 Amenity; Camden Planning Guidance 7 Transport.

“Perhaps the most critical issue in policy terms is to nurture growth of small, dynamic businesses, and this means having a ready stock of suitable premises available.” *Camden Employment Land Review 2014.*

POLICY SSP5: 2 PRINCE OF WALES ROAD NW5 3LQ

Planning applications for 2 Prince of Wales Road (Camden Community Law Centre, Volunteer Centre Camden and Citizens Advice Bureau) will be supported where they retain the building and reinstate it as a public place to deliver social benefits and enhance community links, for the following uses:

- a) Theatre / cinema (Sui Generis)
- b) Assembly & Leisure (D2): (see Glossary for full definition)
- c) Non-residential institutions (D1): Medical and health services; museums; libraries; exhibition halls; non-residential education and training centres; places of worship, religious instruction; church halls.

Development solely for residential purposes will not be supported.

2 Prince of Wales Road is included in Camden’s Local List Ref. 322.

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

Reasoned Justification

This building is to be sold under LB Camden’s CIP programme. The current occupiers are Camden Law Centre, Citizens Advice Bureau and Volunteer Centre Camden. When the building is sold alternative provision will be found for them, in Kentish Town if possible.

It is understood that the Council does not believe that the building could be used as a theatre because there is no one willing to buy it and carry out the necessary works. However, a long-established London theatre company with sizeable financial assets is searching for a new home and is interested in this building. Negotiations will be supported between the theatre company and the Council (with the input of the local community). There is a precedent for this: when the Council proposed to sell The Armoury in Pond Street, Hampstead, for private housing, the local community wanted to keep the building and a deal was done that achieved the aim of the Council and the community. A similar approach will be encouraged with this building, provided that it is suitable for the theatre company’s needs and it is viable from both the Council’s and the theatre company’s perspective.

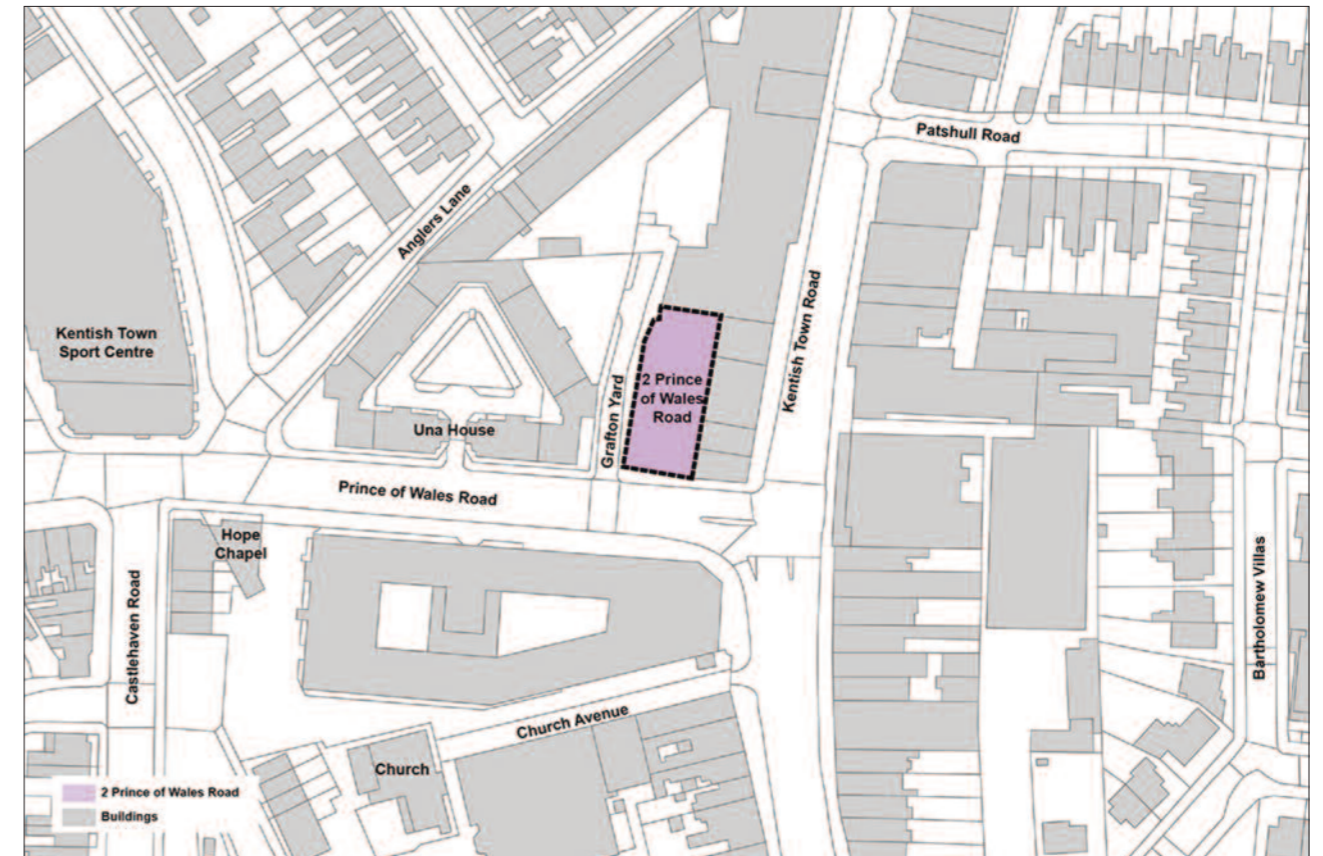
The building’s location benefits from excellent public transport links via Kentish Town West Station and

Kentish Town Thameslink and Underground Station.

The local community

Consultation with the local community has confirmed that there is a desire to see this building used as a theatre. The benefits to Kentish Town are as follows:

- a) It will attract visitors to Kentish Town who would not usually come here. It will create new “foot fall” within the area with the knock-on benefits to local businesses such as the cafés, bars and restaurants.
- b) It will create an attraction and a new focus in the southern part of Kentish Town. Much of the economic activity is based further north near Kentish Town Station. A theatre will create a new destination and bring economic benefits to this part of the neighbourhood.
- c) It will potentially create new opportunities for both paid work and volunteering.
- d) Depending on the theatre company’s needs, and the funding available, it will be possible to create a flexible building that will be used not just as a theatre, but also potentially as a large cinema and a conference and meeting facility.
- e) Support services such as cleaning and catering will be provided by local businesses with the attendant benefits that will bring to the local community.



▲ ▼ 2 Prince of Wales Road



**The theatre company**

The theatre company looking for a new home is The Tower Theatre. Its website is: <http://www.towertheatre.org.uk>

The policy seeks to implement the policies and guidance set out in the following documents: Camden CS1, CS3, CS5, CS7, CS10, DP12, DP14, DP15, DP29. This policy is indirectly relevant to policies CS8, CS14, DP10, DP13, DP24, DP25, DP26, DP28; Camden Retail and Town Centre Study (GVA 2013); Kentish Town Centre Retail Profile (Camden Economic Development Team 2010); Camden Social Infrastructure Needs Assessment (2009); Draft Social infrastructure supplementary planning guidance GLA (2014); Shaping Neighbourhoods: character and context supplementary planning guidance non technical summary GLA June 2014.

Neighbourhoods: character and context supplementary planning guidance non technical summary, GLA June 2014; Camden Retail and Town Centre Study (GVA 2013); Kentish Town Centre Retail Profile (Camden Economic Development Team 2010); Camden Social Infrastructure Needs Assessment (2009); Draft Social infrastructure supplementary planning guidance GLA (2014) and Shaping Neighbourhoods: character and context supplementary planning guidance non technical summary GLA June 2014.

The reason for considering a different approach to Camden’s policies CS6, DP1, DP6, DP7, DP8, DP9 is that Kentish Town’s businesses and residents will benefit from a much-needed large leisure / entertainment centre.

**POLICY SSP6: FUTURE DEVELOPMENT OF THE VEOLIA COUNCIL DEPOT SITE**  
Holmes Road / Spring Place NW5 3AP

**Any future proposals for sale of the site by Camden Council and development will be given consideration by KTNF in terms of the following criteria:**  
**A mainly C3 residential-led mixed use scheme, including active frontages along Holmes Road and Spring Place. This will include affordable housing with potential additional uses listed below:**

- a) Retention of existing employment space by creating new work space for the creative sector to complement the creative businesses in nearby Spring Place
  - b) Community facilities, for example shared community / schools sports facilities
- Development must be sensitive to nearby uses, particularly regarding access, highway safety, noise and amenity for occupiers. Development will be supported which makes provision for or makes a contribution towards:
- c) On-site cycle parking facilities
  - d) Enhanced public realm including improved pavements and tree planting
  - e) Enhanced public realm and cycle lane links at junctions with Spring Place and Holmes Road
  - f) Pedestrian and cycle access to Regis Road

This policy will operate if the site comes forward for development independently from the development of the Regis Road site under Policy SP2. However, given its proximity to the Regis Road site, we expect the Veolia site to be considered as part of Kentish Town Potential Development Area. In this case, the aspirations described in SSP6 will be located elsewhere and those set out in SP2 located within the Veolia Site.

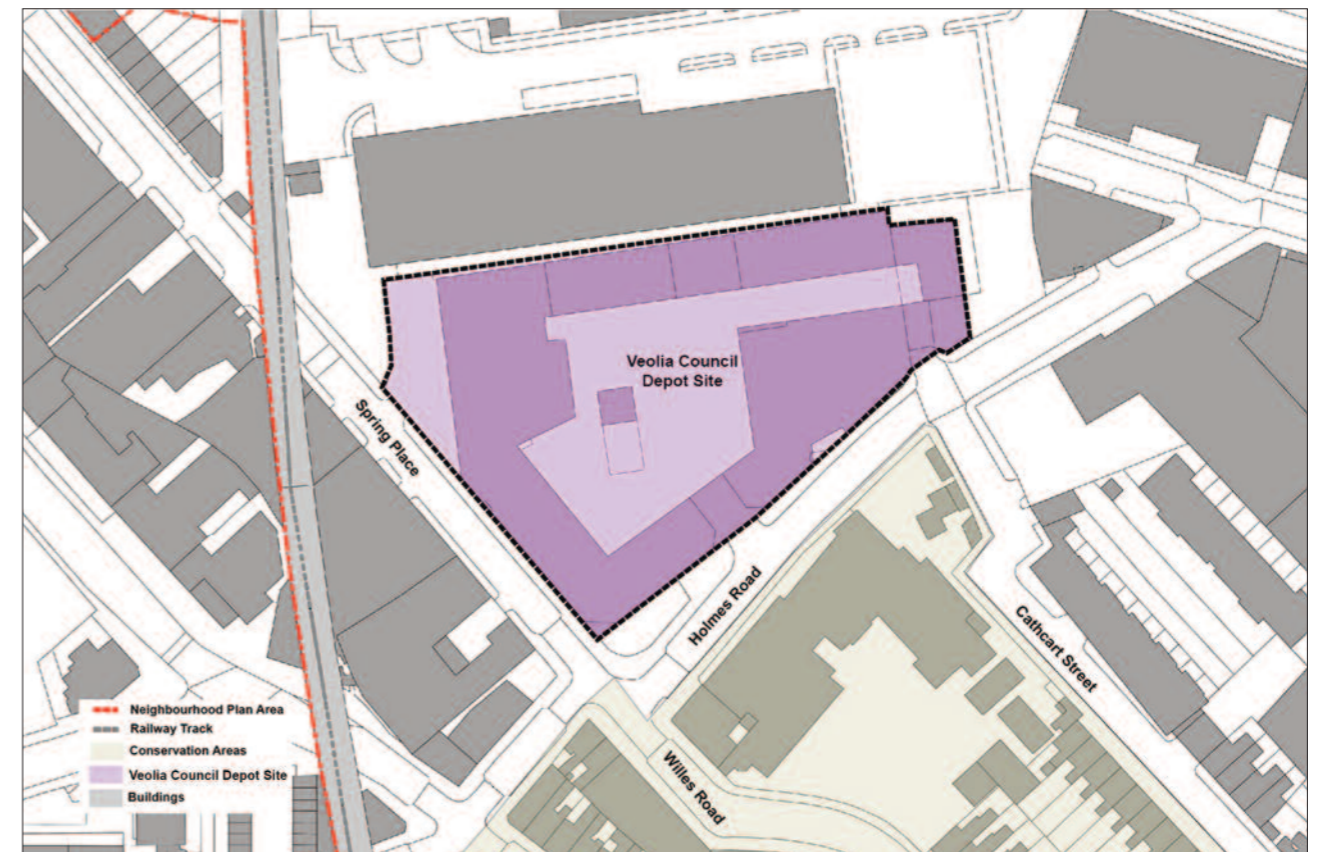
This policy will be subject to assessment of viability on proposals coming forward.

**Reasoned Justification**

The site is owned and occupied by LB Camden, with a workforce of about 200 Council staff. A range of council activities are based here including building repairs, maintenance, stores, workshops and offices. It is also partly used as a vehicle depot by Veolia, Camden’s waste management contractor. At present there are no plans to move operations from this facility. However, should the site become surplus to requirements within the lifetime of this Plan, the priority for the site should be a mainly residential-led scheme with potential additional uses. There are very few development sites within

Kentish Town and if it becomes available for development it will provide badly needed homes and contribute a significant number of affordable homes. Any redevelopment of the site will be supported subject to the relocation of Council services within the local area, as appropriate.

The policy seeks to implement the policies and guidance set out in the following documents: Camden CS1, CS3, CS5, CS6, CS7, CS8, CS10, CS17, DP1, DP2, DP3, DP5, DP10, DP12, DP13, DP15, DP17, DP21, DP22, DP24, DP29, DP31; Camden Retail and Town Centre Study (GVA 2013); The London Plan Policy 3.5 and Table 3.3 and The



▲ ▼ The Veolia Council Depot Site



Draft Social infrastructure supplementary planning guidance, GLA (2014). This policy is indirectly relevant to Camden policies CS14 and DP6.

“This trend [number of homes needed] is set to

accelerate, with the population expected to increase by 7% and the number of households by 11% over the next 15 years” Camden Housing Strategy 2011-2016.

POLICY SSP7: SMALL SITES AND INFILL DEVELOPMENT

KTNF would look favourably on infill proposals for making use of small urban sites such as gaps, unused marginal land and other remnants where innovative ideas for sustainable development will bring the land back into use. A high quality approach to design is required (see Policy D3) to ensure adequate amenity for new residents, protection of the amenity of existing residents, and the preservation of the character and appearance of the street scene.

Outdoor space may be difficult to obtain due to the size of the sites. In these cases alternative approaches should be considered, such as balconies and roof gardens.

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

**Reasoned Justification**

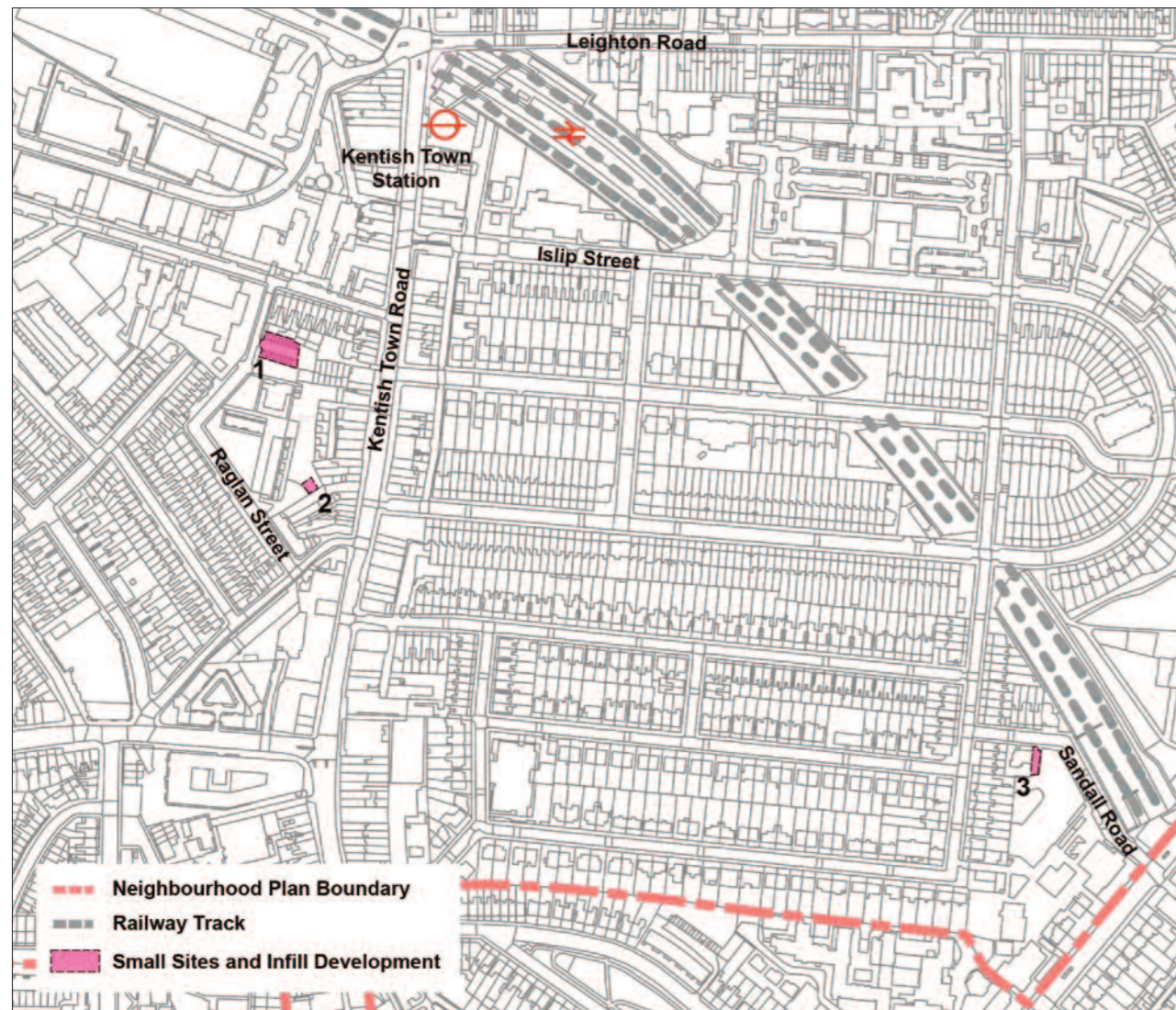
The following small and infill sites are the only locations that were found in the KTNF Area, suitable for residential development, subject to detailed design criteria:

1. Raglan Street garages (Camden Council owned) abutting 51 Raglan Street, NW5 3BU and behind Monmouth House.
2. Alpha Court car park (Camden Council owned) off Raglan Street in between Raglan House NW5 3DB

and Alpha Court NW5 3BY.

3. Sandall Road – in between 4 Sandall Road NW5 2AP and a school block (Camden Council owned).

The policy seeks to implement the policies and guidance set out in the following documents: Camden CS1, CS5, CS6, CS8, DP2, DP3, DP24; Sustainable Design and Construction SPG GLA April 2014 and Shaping Neighbourhoods: character and context supplementary planning guidance GLA June 2014.



▲ Small Sites and Infill Development



▲ 1a. Raglan Street garages, right side. Space for development behind Monmouth House.



▲ 1b. Raglan Street garages, both sides.



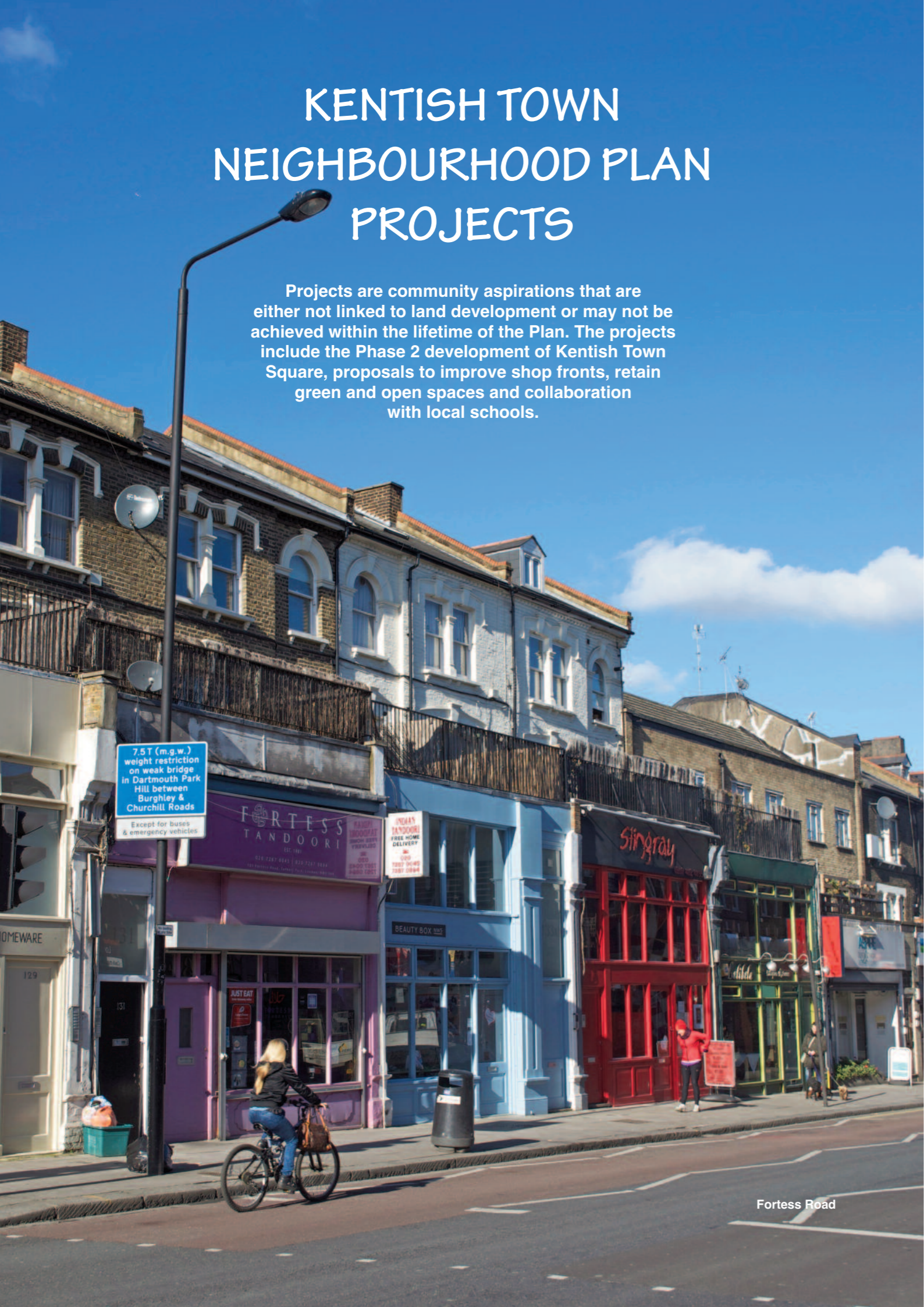
◀ ▲ 2. Alpha Court car park. Space for development of 1 or 2 x 3 storey houses



◀ 3. Sandall Road in between 4 Sandall Road and a school block. Space for development of a 1 x 3 storey house

# KENTISH TOWN NEIGHBOURHOOD PLAN PROJECTS

Projects are community aspirations that are either not linked to land development or may not be achieved within the lifetime of the Plan. The projects include the Phase 2 development of Kentish Town Square, proposals to improve shop fronts, retain green and open spaces and collaboration with local schools.



Fortess Road

## SHOPPING & WORKING PROJECT: SHOP FRONTS – CIL PRIORITY

KTNF will support the following design principles for shop fronts, in order to improve their appearance:

- a) Views into the shop are not to be obscured by advertisements or other obstructions applied to the glass of the shop front.
- b) Security shutters are to be integrated into the shop front, and are to be designed to allow views into the shop front at night.

### Reasoned Justification

Shop windows obscured by advertisements or security shutters placed outside windows create a discouraging and unfriendly atmosphere in shopping streets.

The project seeks to implement the policies and guidance set out in the following documents: Camden CS5, CS7 and CS8 and is supported by

DPG 1, 7.10-7.12 7.27-7.35; Camden Development Policy DP24 Securing High Quality Design; Camden policy DP30 Shopfronts; Camden Planning Guidance 1 Design; Camden CPG 5 Town Centres, Retail and Employment; Safer Places – The Planning System and Crime Prevention (ODPM April 2004) and Camden Streetscape Design Manual (2005).

### OPEN AND FRIENDLY SHOP FRONTS



▲ Ruby Violet 118 Fortess Road

### OBSCURED SHOP FRONTS



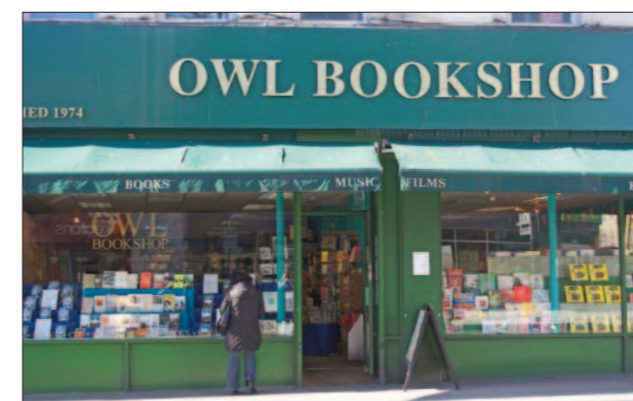
▲ Iceland 301-305 Kentish Town Road



▲ Blustons 213 Kentish Town Road (listed and now vacant)



▲ Poundstretcher 224 Kentish Town Road



▲ Owl Bookshop 207-209 Kentish Town Road

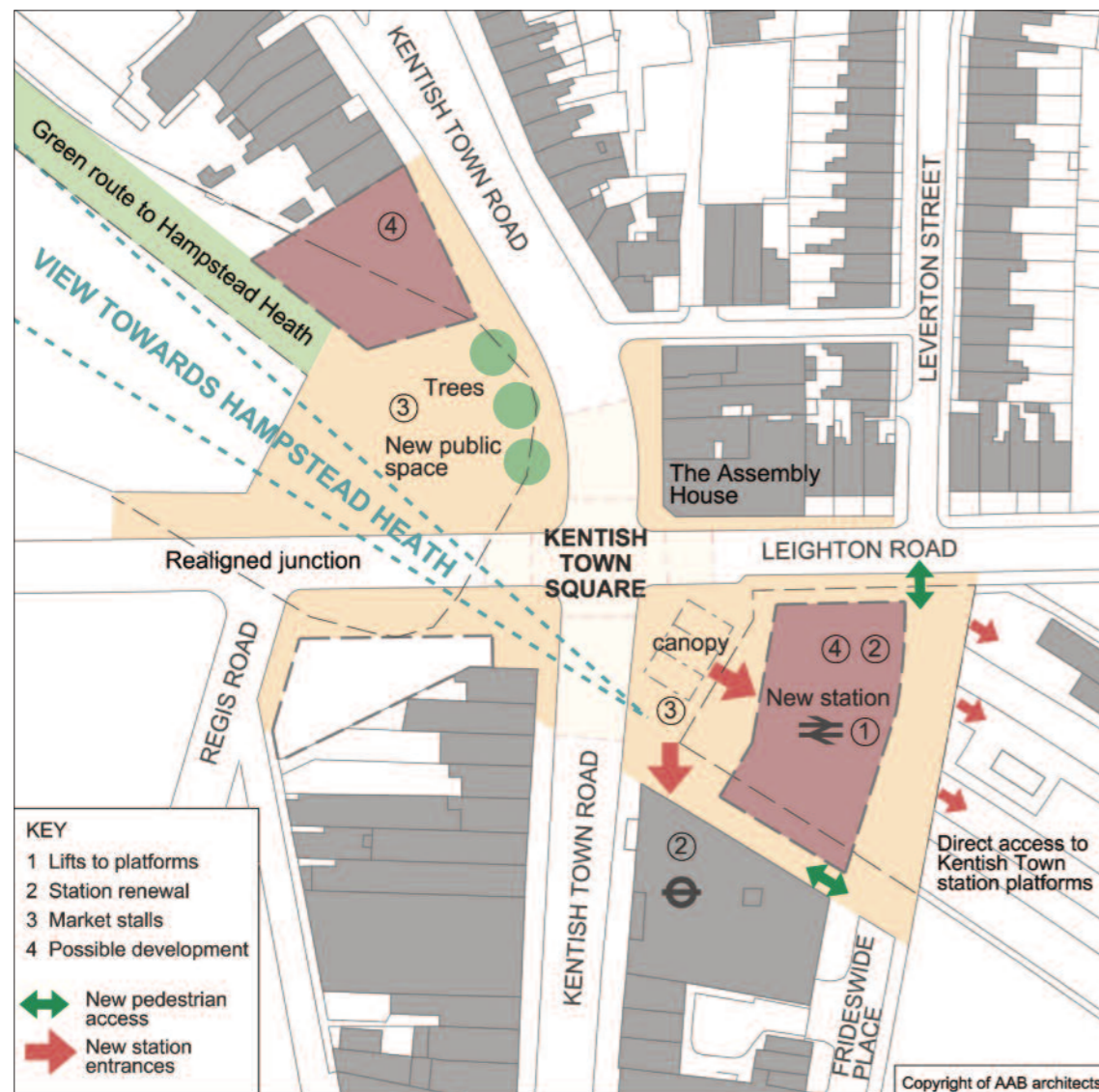


▲ Sainsbury's Local 126-132 Fortess Road

**PROJECT: KENTISH TOWN SQUARE PHASE 2 – CIL PRIORITY (plus Section 106 contributions)**

As the redevelopment of the Regis Road and Murphy sites proceed (Policy SP2 Kentish Town Potential Development Area – KTPDA) a significant increase in passenger demand will fall on Kentish Town station for both rail and underground use. KTPDA will result in the expansion of existing industrial and business activity as well as the development of several thousand new homes next to Kentish Town Station. KTNF expects the redevelopment of these major sites to take advantage of the opportunity to form new road and pedestrian access to a Phase 2 development of an enlarged Town Square as appropriate, including the following:

1. Rafting over the rail tracks on both the East and West sides of the existing bridge carrying Kentish Town Road.
  2. Providing a new road access to the Regis Road site and realigning the junction with Kentish Town Road and Leighton Road.
  3. Building a new rail station at pavement level to provide step free access including direct lift access to all platforms.
  4. Providing pedestrian access between Kentish Town Square and Frideswide Place.
  5. Providing pedestrian access and a designated cycle route between Leverton Street and Frideswide Place.
  6. Providing a new pedestrianised public open space – an extension of Kentish Town Square to the west side of Kentish Town Road, that will enable new pedestrian access to both the Regis Road and Murphy sites to be formed, as well as improving public realm.
  7. Improving access to and views of Hampstead Heath.
  8. Improving the interconnection of rail, underground, and bus services all focused on an enlarged Kentish Town Square.
- PHASE 1 is described on p.37 in Policy SP1.



▲ Kentish Town Square – Phase 2

**GETTING AROUND PROJECT 1: ANGLERS LANE**

KTNF supports the introduction of significant traffic calming measures or revised routing to a known ‘rat-run’ in Anglers Lane. There will be thorough consultation with all residents, businesses and organisations in the KTNF Area.

**Reasoned Justification**

This short road in a heavily residential area is regularly used as a short-cut by traffic. Anglers Lane is very narrow, with bollards protecting the pavement on one side while the other is one-person deep. The lane is much used by pedestrians and families with push chairs, as well as by heavy industrial vehicles and cars cutting through at excessive speeds. The existing speed hump is completely ineffective.

Any development plans associated with Anglers Lane, such as the conversion of offices to residential, will increase the danger to pedestrians from traffic. Such development plans must include a review of the traffic flow, with improved traffic calming and / or diversion of inappropriate traffic to alternative routes. It should be noted that such diversion is already in place for the 393 bus route. The matter of heavy traffic in Anglers Lane was raised in the KTNF consultation. KTNF will support Camden Council in a review of alternative solutions.



▲ Anglers Lane

**GETTING AROUND PROJECT 2: CYCLE HIRE SCHEME**

KTNF supports the promotion of the extension of the London Cycle Hire scheme to Kentish Town. Encouraging cycle use will reduce pressure on other forms of transport.

**Reasoned Justification**

KTNF has often been asked to support a cycle hire scheme in Kentish Town. The placing of a cycle hire

stand is a critical issue because shops can lose custom when hire cycles are placed in front of them. An ideal place for a cycle hire stand is in Frideswide Place.



▲ A cycle hire stand in Camden

**GREEN & OPEN SPACES PROJECT**

During the lifetime of the plan there are possibilities of introducing new small to medium public green and open spaces in the KTNF Area, in Policies D2, SP2, and Kentish Town Square – Phase 2 Project. There are also several existing small or very small sites which would benefit from enhancement and greening in order to provide welcome respite and breathing space for local residents.

**Reasoned Justification**

A number of suggestions are listed here (see photographs opposite); all will require careful consultation both with Camden and with local residents and businesses to bring them to fruition:

1. Lupton Street: remove / improve multiple bollards and railings to make the space more attractive.
2. Falkland Place: improve appearance of railings to make the space more attractive and inviting.
3. Kentish Town Station platforms: encourage the refurbishment and planting of the large raised beds on the station platforms.
4. Kentish Town Road Green Gateways: enhance the road ends at Islip Street, Caversham Road, Gaisford Street, Patshull Road to create “pocket parks” with additional trees, planting, seating and bicycle parking and incorporate one or two parking

bays at each road end.

5. Kelly Street/Castlehaven Road junction: enhance and redesign the existing open space by a number of possible measures including redesigning the cycle gap which allows motorbikes and scooters into the street (thereby threatening the safety of children), improving the paving and planting more trees, as proposed by the Kelly Street Residents Association.

Projects will be encouraged which enable food growing to be carried out by residents. This includes allotments being provided as part of large residential developments, and food-growing projects being set up in existing green spaces, e.g. housing estates, with the assistance of local groups such as Transition Kentish Town.

Projects to protect, maintain and promote trees will also be encouraged.



▲ Green and Open Spaces



▲ 1. Lupton Street



▲ 2. Falkland Place



▲ 4. Green Gateways: Gaisford Street entrance impression



▲ 5 Kelly Street / Prince of Wales Road junction

**COMMUNITY & CULTURE PROJECT 1: PUBLIC TOILETS**

KTNF will support the provision of adequate toilet facilities in the Neighbourhood Area:

1. Reinstate public toilets and / or reinstate the scheme for businesses (e.g. pubs, cafés) actively making their facilities available to non-customers.
2. Provide a public toilet on a platform at Kentish Town Thameslink Station.

**Reasoned Justification**

a) An aging population is expected to need better access to toilet facilities so people can remain active outside the home.

b) Kentish Town Station is open 24 hours a day and currently has no toilet. If a toilet with disabled access were made available this would be a very useful local resource.



**COMMUNITY & CULTURE PROJECT 2: WORKING WITH SCHOOLS**

The Neighbourhood Forum supports working with schools on how citizens can make a difference to their local area.

**Reasoned Justification**

KTNF plans to collaborate with local schools in order to contribute to the Citizenship National Curriculum.

A successful pilot project was carried out, during 2014 with Eleanor Palmer Primary School, in which two members of KTNF worked with a Year 6 (10-11 year olds) class teacher to design a lesson on how citizens can make a difference to their local area.

In a second session the class conducted a role play as Councillors and debated the relative priorities

of six community ideas in the context of a limited budget. The children also contributed comments to the online version of the Neighbourhood Plan on the KTNF website. The school reported that the students enjoyed the sessions and were enthused to learn about and discuss town planning issues, the design of shop fronts, and the provision of facilities in the local area. KTNF considers this to be an important remit of the Neighbourhood Forum, and would like to extend the collaboration to other schools in the area.



▲► Children at Eleanor Palmer Primary School working on how citizens can make a difference to their local area



DELIVERING AND MONITORING THE PLAN

POLICY	KEY DELIVERY PARTNERS	MONITORING ROLE	DELIVERY TIMESCALE	EXTERNAL REQUIREMENTS AND MONITORING INDICATORS
SW1	LBC	KTNF, LBC, business groups	Plan period	LBC to be required to regularly monitor and report to KTNF loss of offices/businesses in the Kentish Town Plan Area. LBC to hold meetings with KTNF to progress policy SW1
SW2	LBC	KTNF, LBC, Kentish Town Business Association	Plan period	LBC to be required to amend CPG 3.46 in line with policy SW2
SW3	LBC	KTNF, LBC, Kentish Town Business Association	Plan period	LBC to be required to amend CPG 3.48 in line with policy SW3
D1	LBC	KTNF, LBC, DPNF, HNF, Murphy Group	Plan period	KTNF to liaise with DPNF and HNF to protect view. LBC to be required to implement new policy in line with D1. LBC to monitor development within viewing corridor
D2	LBC, National Rail, developers	KTNF, LBC, Kentish Town CAAC, Bartholomew CAAC	Unknown	Monitoring of planning applications. LBC to liaise with KTNF
D3	LBC, developers	KTNF, LBC	Plan period	Monitoring of planning applications. LBC to liaise with KTNF
D4	LBC	KTNF, LBC, KTRA, BARA, Kentish Town CAAC, Bartholomew CAAC, Kelly Street CAAC, Inkerman CAAC	Plan period	LBC to incorporate new list of additional Non-Designated Heritage Assets in line with policy D4
GA	LBC, KTNF, National Rail, London Underground, TfL	KTNF, LBC	Plan period	KTNF and LBC to liaise with rail companies. This is a CIL priority for KTNF
G01	LBC	KTNF, LBC	Plan period	LBC to designate Local Green Spaces in line with policy G01
G02	LBC	KTNF, LBC, all relevant Tenants' and Residents' Associations	Plan period	LBC to protect all Council Estate open spaces in line with policy G02
G03	LBC	KTNF, LBC	Plan period	LBC to protect biodiverse habitats in line with G03
CC1	LBC	KTNF, LBC	Plan period	LBC to incorporate Statement of Community Consultation into Camden Strategy. KTNF to monitor progress

POLICY	KEY DELIVERY PARTNERS	MONITORING ROLE	DELIVERY TIMESCALE	EXTERNAL REQUIREMENTS AND MONITORING INDICATORS
CC2	LBC, the Government, relevant schools	KTNF, LBC, the Government, relevant schools	Plan period	LBC and schools to instigate policy CC2. KTNF and LBC to regularly monitor sharing of school facilities
CC3	LBC	KTNF, LBC	Plan period	LBC to create list of Assets of Community value in line with policy CC3
CC4	LBC	KTNF, LBC	Plan period	LBC to enlarge on policy DP10 and DP12, and / or any other relevant policies, to protect A1 use for the nominated convenience stores in policy CC4

POLICY	KEY DELIVERY PARTNERS	MONITORING ROLE	DELIVERY TIMESCALE	EXTERNAL REQUIREMENTS AND MONITORING INDICATORS
SP1	LBC, KTNF, TfL, developers	KTNF, LBC, TfL	Plan period	KTNF and LBC to liaise with developers. This is a CIL priority for KTNF
SP2	LBC, TfL, developers	KTNF, LBC, Regis Estate and independent businesses, Murphy Group, businesses in Highgate Road Section, NHS	Plan period	Monitoring of all planning applications and progress of developments

POLICY	KEY DELIVERY PARTNERS	MONITORING ROLE	DELIVERY TIMESCALE	EXTERNAL REQUIREMENTS AND MONITORING INDICATORS
SSP1	LBC, TfL	KKTNF, LBC	Plan period	Monitoring of planning applications and progress of developments
SSP2	LBC, TfL	KTNF, LBC, MPS	Plan period	Monitoring of planning applications and progress of developments
SSP3	LBC, TfL	KTNF, LBC	Plan period	Monitoring of planning applications and progress of developments
SSP4	LBC, TfL	KTNF, LBC, Bartholomew CAAC	Plan period	Monitoring of planning applications and progress of developments
SSP5	LBC, theatre company	KTNF, LBC	Plan period	Monitoring of planning applications and progress of developments
SSP6	LBC	KTNF, LBC	Unknown	Monitoring of planning applications and progress of developments
SSP7	LBC, developers	KTNF, LBC	Plan period	Monitoring of planning applications and progress of developments

**KEY TO ACRONYMS**

**BARA:** Bartholomew Area Residents Association. **CAAC:** Conservation Area Advisory Committee. **CPG:** Camden Planning Guidance. **DPNF:** Dartmouth Park Neighbourhood Forum. **HNF:** Hampstead Neighbourhood Forum. **KTNF:** Kentish Town Neighbourhood Forum. **KTRA:** Kentish Town Road Action. **LBC:** London Borough of Camden. **MPS:** Metropolitan Police Service. **NHS:** National Health Service. **TfL:** Transport for London.

APPENDIX 1

**KENTISH TOWN SECONDARY FRONTAGES SURVEY from north to south NORTHERN SECTION KENTISH TOWN ROAD 02 SEPTEMBER 2014**

**Highgate Road – east side**  
 12 Tally Ho apartments. Estate Agency ground floor  
 10 Joes Peri Peri chicken.  
 8A Leyland music. Blank windows  
 6 Dental surgery  
 4 Cafe Bel, one entrance  
 2 What estate.co.uk (closed)  
 1 side of Concorde minicabs

**Highgate Road – west side**  
 9-17 Forum music venue  
 7 Murphy office  
 5 Murphy office  
 3 residential  
 1 residential

**Kentish Town Road**  
 389 Bull & Gate pub  
 387 Hair today A1  
 385 Danny's fish and chips  
 383 Mem's cafe and garden  
 381 Kentish Delight bar and restaurant  
 Next door, same number: Kentish Delight Kebabs  
 379 Express off-licence A1

**Fortess Road – east side**  
 34-28 The Piano Works – residential  
 26 Patron – French restaurant  
 24 Atomwise E cigarettes A1  
 22 Zara food and wine and groceries A1  
 20 Perk Clean dry cleaners A1  
 18 Baan Thai restaurant  
 16 House Presso Estate Agency and café  
 14 NW5 theatre school  
 12 The Queen of Sheba Ethiopian restaurant

**Fortess Road – west side**  
 21 Blank metal shutter  
 19 "Martin's refrigerators",

appears to be closed A1  
 17 Chris Ruocco Taylors A1  
 15 CW plant hire

Tally Ho apartments. Ground floor:  
 Coop A1  
 11 Empty (residential?)  
 9 Empty (residential?)  
 7 Sun Hin Chinese takeaway  
 5 Coin Laundry  
 3 Empty. Was restaurant/hair salon A1  
 1 Estate Agents

**39 x Secondary premises northern end Kentish Town Road**

**9 x A1 = 23% A1 Shops usage on the northern secondary frontage of Kentish Town Road**

**KENTISH TOWN SECONDARY FRONTAGES SURVEY from north to south SOUTHERN SECTION KENTISH TOWN ROAD 02 SEPTEMBER 2014**

**Secondary frontages, west side Kentish Town Road:**

187 Former Pizza Express building  
 177 Doppio coffee shop/cafe A1  
 175 International supermarket A1  
 173 NHS healthy heart centre  
 171 Pizza and chickens Zone  
 167/169 Buywise supermarket A1  
 165 Pedro's café  
 163A Gendershe shop Internet, phone parts and accessories A1  
 163 Hair Razors. Hairdressers A1

161 Rochester Place Estate Agents  
 159 Los Pollos chicken restaurant  
 159 (also) Stanley James jewellers A1  
 157 Empty. "For rent. Retail A1, 2, 3"  
 145 blank blue shutter  
 No separate number: Hairdresser A1  
 153 Keys, Locks etc no name  
 151 Greenway cars minicab and Internet cafe A1  
 149 Leverton funeral director A1

147 The Castle Pub  
 141-145 Cash Converters, Kentish Town Studios above

139 Entrance to flats above  
 137 Kent Cafe  
 135 Pangs Chinese.  
 133 Pangs Chip Shop  
 131 The Cutting Bar hairdressers A1  
 129 Anima Cuore restaurant A3

127 Redwood House Estate Agent  
 125 Payless mini supermarket A1  
 123 Mirshahi Finance.

121 Squadron HQ Army surplus A1  
 119 The Candy Box newsagent A1  
 117 Yasmin café

115 Arancini Factory  
 113 Camden Carpets A1  
 111 Launderette  
 109. Anonymous. Black paint. Residential?

107 Jay productions Ltd  
 105 Andy's driving school  
 103. AA locksmiths  
 101 Z cafe A1  
 99 New York pizza  
 Police Safer Neighbourhoods building

97 Diamond Hair + "bespoke tailoring/alterations" A1

95 Architects  
 93. Bintang restaurant  
 91 Hair and Beauty A1

89 Lilliana's Hair Salon A1  
 87 Minimarket A1  
 85. Guanabana restaurant

83 Guanabana restaurant/cafe  
 81 ZingZing Chinese takeaway  
 79 Washhouse Yard residential

75/77 Giant Bikes, previously Chamberlains A1  
 73 Two Doors Down café A1

71 Eddy's Hairdresser A1  
 69 Pat's newsagent A1  
 67 Windsor Howdon insurance broker.

65 Quinns pub

**Secondary frontages, east side Kentish Town Road:**  
 St Andrews Greek Orthodox Church

122 Dental Practice  
120 Lock: Student lettings

**60 x Secondary premises  
southern end Kentish Town  
Road**

**23 x A1 = 38% A1 Shops usage  
on the northern secondary  
frontage of Kentish Town Road**

**99 PREMISES IN THE KENTISH  
TOWN SECONDARY  
FRONTAGE AND ONLY 31% A1  
SHOPS USAGE**

**KENTISH TOWN ROAD CORE  
FRONTAGES SURVEY  
from north to south  
08 JUNE 2015**

**CORE FRONTAGES – EAST SIDE  
ONLY A1 SHOPS USAGE LISTED  
(There are 63 premises of all  
uses on the east side)**

**Fortess Road**

10 Bike House  
6 Ace Sports  
4 Mail Boxes Etc

**Kentish Town Road**

322 Barber shop  
320 Empty A1 shop  
316 Costcutter  
314 Tips 'n Toes  
310 Zappeo Dry Cleaners

276 The Fruit Bowl  
272 Newsagent  
270 Haircuts  
260 Jayne's Flowers  
258 Harry's Fish & Meat

250 Co-op  
240 Oddbins  
238 Kentish Base (Hair) Salon  
236 Abba Electronics

222-224 Poundstretcher  
218 Superdrug  
212-216 Post Office  
210 Beterspecs  
204 Tanning Temple  
200-204 Earth  
196 Boots  
186-192 Phoenicia  
184 Co-op Funeral  
182 Le Moulin Bakers

166 Oxfam Bookshop  
164 Pound Shop  
162 Hairdresser  
160 Oxfam  
152-156 Carpet Shop  
150 Chinese Herbs  
144-146 Franchi Tools  
142 Dry Cleaner  
136-138 Furniture Shop (empty)  
134 Nails  
132 Phonographic Services  
130 Caps & Taps craft beer  
126 Pharmacy

**40 x A1 = 63% A1 Shops usage  
on the east side core frontage  
of Kentish Town Road**

**CORE FRONTAGES KENTISH  
TOWN ROAD – WEST SIDE  
ONLY A1 SHOPS USAGE LISTED  
(There are 57 premises of all  
uses on the west side)**

**Kentish Town Road**

345 Dry Cleaner  
341 Pret A Manger

339 London Bead Shop  
335 Everbest supermarket  
329-333 Sainsbury's  
321 Pharmacy  
317 A1 empty

315 Flapjacks  
313 DIY shop  
311 Greggs baker  
309 Costa  
305 Iceland  
299 Snappy Snaps  
295 McDonalds

283 Newsagents  
281 Pawnbroker / jeweller  
279 Mobile phone shop  
271 Opticians  
261 Mind

251 Card shop  
249 PDSA  
247 Age UK  
245 Tattoo shop  
237 Flaxton Ptooch Hair  
231 Morgan's Stationery

225 A1 ground floor – empty  
223 Lidl  
213 Blustons – empty  
209 Owl Bookshop  
205 Breast Cancer charity shop  
203 Tesco  
195 Property Maintenance  
shop  
193 Wine cellar

**33 x A1 = 58% A1 Shops usage  
on the west side core frontage  
of Kentish Town Road**

**120 PREMISES, IN KENTISH  
TOWN ROAD CORE FRONTAGE  
AND 61% A1 SHOPS USAGE**

1 Estate Agents

**Highgate Road – west side**

9-17 Forum music venue  
7 Murphy office  
5 Murphy office  
3 residential  
1 residential

## APPENDIX 2

**KENTISH TOWN SECONDARY  
FRONTAGES SURVEY  
from north to south  
02 SEPTEMBER 2014**

**EVIDENCE OF THREE OR  
MORE CONSECUTIVE NON-A1  
SHOPS USAGE PREMISES**

**Highgate Road – east side**  
12 Tally Ho apartments. Estate  
Agency ground floor  
10 Joes Peri Peri chicken  
8A Leyland music. Blank windows  
6 Dental surgery  
4 Cafe Bel, one entrance  
2 What Estate.co.uk (closed)

**Kentish Town Road, northern  
section, east side**

385 Danny's Fish and Chips  
383 Mem's Café and garden  
381 Kentish Delight bar and  
restaurant  
Next door, same number: Kentish  
Delight Kebabs

**Fortess Road – east side**

18 Baan Thai restaurant  
16 House Spresso Estate Agency  
and café  
14 NW5 theatre school  
12 The Queen of Sheba Ethiopian  
restaurant

**Fortess Road – west side**

11 Empty (residential?)  
9 Empty (residential?)  
7 Sun Hin Chinese takeaway  
5 Coin Laundry

**Kentish Town Road, southern  
section, west side**

137 Kent Cafe  
135 Pangs Chinese.  
133 Pangs chip shop  
  
111 Launderette  
109 Anonymous. Black paint.  
Residential?  
107 Jay productions Ltd

105 Andy driving school  
103 AA locksmiths  
101 Z cafe A1  
99 New York pizza

85 Guanabana restaurant  
83 Guanabana restaurant/cafe  
81 ZingZing Chinese takeaway

**Eight instances of three or more  
consecutive non-A1 Shops  
usage premises in the  
Secondary Frontages in Kentish  
Town**

## APPENDIX 3

Dartmouth Park Neighbourhood Forum

Caroline Hill, Chair  
Kentish Town Neighbourhood Forum

4 October 2015

Dear Caroline

Following our meeting on 27 July 2015 when you and I discussed the KTNF draft plan as it relates to the view of Parliament Hill from Kentish Town station and the Murphy site, the committee of the Dartmouth Park Neighbourhood Forum discussed those matters at a recent meeting.

As you know, the Dartmouth Park Neighbourhood Forum is not as advanced in the preparation of its plan as Kentish Town Neighbourhood Forum. We are not yet in a position to take a definitive position on the protection of the Parliament Hill view or the development of the Murphy site. However, there was general agreement by the committee that the view from Kentish Town station should be protected and that if the Murphy site is to be developed then a mixed use development would be appropriate. The committee therefore supports KTNF's Plan on these issues in principle. We reserve the right, however, to consider and comment on the detail of the KTNF Plan at the consultation stage..

We will look forward to being advised of any further developments in your plan that relate to these issues.

Regards

Ellen Gates  
Chair  
Dartmouth Park Neighbourhood Forum

▲ Letter from Dartmouth Park Neighbourhood Forum written 04.10.15

## APPENDIX 4

## Footfall Statistics for stations in and around Kentish Town

Station	Weekday	Saturday	Sunday	Annual (millions)	Source	Year
Camden Road London Overground	Not available			4.74	Office of Rail and Road	2013 - 14
Camden Town London Underground	63,070	84,175	51,446	23.37	London Underground performance reports	2014
Gospel Oak London Overground	Not available			3.50	Office of Rail and Road	2013 - 14
Hampstead Heath London Overground	Not available			3.06	Office of Rail and Road	2013 - 14
Kentish Town London Underground	24,937	15,627	10,127	7.72	London Underground performance reports	2014
Kentish Town Thameslink	Not available			1.87	Office of Rail and Road	2013 - 14
Kentish Town West London Overground	Not available			1.98	Office of Rail and Road	2013 - 14
Mornington Crescent London Underground	13,457	8,312	15,580	4.76	London Underground performance reports	2014
Tufnell Park London Underground	11,998	9,710	6,761	3.94	London Underground performance reports	2014

## APPENDIX 5

KTNF RECOMMENDS THAT THE FOLLOWING PUBLIC HOUSES ARE PLACED ON THE REGISTER OF ASSETS OF COMMUNITY VALUE

**The Junction Tavern, 101 Fortress Road, Kentish Town NW5 1AG:** This is an historic pub that dates back to 1885. It is a popular place for people to meet and have a meal. The Junction Tavern is included in Camden's Local List.

**The Vine, 86 Highgate Road, NW5 1PB:** The Vine is an impressive Edwardian building with a large dining room and private rooms for meetings and events. It has a well-used outdoor dining area. It is an historic pub. The first publican listed was Joseph Godwin in 1854. "First the Vine, but later the Bull and Gate... were the pick-up-and-set-down point for local travellers who wished to make use of the first or final stage of one of the long-distance coaches." (*Gillian Tindall 'The Fields Beneath'*).

**The Pineapple, 51 Leverton Street, NW5 2NX:** The Pineapple is a Grade II listed public house dated 1868 with many fine features inside and outside. The first publican listed was William Leahy in 1881.

The Pineapple is a valued local pub with private rooms upstairs which it offers free to local voluntary groups for meetings.

**The Bull & Gate, 389 Kentish Town Road, NW5 2TJ:** The Bull & Gate is a Grade II listed public house dated 1871. "A fine Victorian pub in the Gin Palace tradition with exuberant internal and external detailing (including a bull and gate illustrating the historic name) and a well surviving quality pub interior, that furthermore has group value, particularly with the Assembly Rooms pub at the same historic junction." (*Historic England*).

The Bull and Gate was rebuilt in 1871 on the site of an 18th Century pub, when it was apparently known as the 'Boulogne Gate' coaching inn, so-called to commemorate Henry VIII's victory in France in 1544. It was a practical drop-off point for those visiting London from the north. The pub has recently been taken over by Youngs Breweries. Readings by local novelists are held there.

**The Assembly House, 292-294 Kentish Town Road, NW5 2TG:** A pub has been in this location since the 18th Century although the current pub was built in 1898. The Assembly House is a Grade II listed public house built by Thorpe and Furniss. It has many fine features inside and outside.

The pub is well-used by locals and visitors alike, particularly when there is an event at the nearby Forum music venue.

**The Oxford, 256 Kentish Town Road, NW5 2AA:** A popular and well-attended pub with a long history dating from about 1881 when the first landlord was George S. Ayres. It has variously been known as Oxford Vaults and Oxford Tavern. The Oxford is included in Camden's Local List and "contributes much to the quality and consistency of the townscape".

**The Lion and Unicorn pub and theatre, 42-44 Gaisford Street, NW5 2ED:** As well as being a very popular gastropub, the pub houses a valuable local theatre: Giant Olive is a production company dedicated to producing high quality classics, contemporary dance, ballet and festivals.

**ex-O'Reilly's (new name of pub tbc), 289-291 Kentish Town Road, NW5 2JS:** O'Reilly's, rebuilt in 1885, was first known as the Star & Garter and later as The Old Farm House, renamed O'Reilly's in 2001. The pub is due to re-open soon – it has been taken over by Camden Town Brewery. The building is included in Camden's Local List.

**The Abbey Tavern, 124 Kentish Town Road, NW1 9QB:** The Abbey Tavern is an historic pub. The first listed landlord was Frank Carter in 1881. The Abbey is a valued local pub with a room downstairs which it offers free to local voluntary groups for meetings. The pub is included in Camden's Local List.

**The George IV, 76 Willes Road, NW5 3DL:** The George IV is an historic public house, dating from 1870. The first listed landlord was Samuel S Harding in 1881. It's a traditional pub, very popular with local people.

**The Grafton, 20 Prince of Wales Road, NW5 3LG:** Previously, as The Grafton Arms, the first listed landlord in 1881 was William Payne.

The Grafton was named Sky Sports Great British Pub of the Year 2014 and won the Best Pub Award 2014. There is a conference room upstairs which is offered free to local voluntary groups for meetings.

**Quinns, 65 Kentish Town Road, NW1 8NY:** Previously The Moreton Arms, this is an historic pub. The first listed landlord was Edmund Crisp in 1850.

**Leighton Arms, 101 Brecknock Road, N7 0DA:** This is an historic pub. The first listed landlord was Thomas Pye in 1856. The pub has been threatened with closure but local people are very determined to keep it open.

**The Unicorn, 227 Camden Road, NW1 9AA:** Previously The Brecknock Arms, this is an historic pub. The first listed landlord(s) were Bruce & Gibson in 1848.

## GLOSSARY OF TERMS

**A1 Retail usage:** Retail sales of goods to the public – shops and factory outlets, post offices, travel & ticket agents, pet shops, sandwich bars, hairdressers, funeral directors, dry cleaners, pet shops, coffee shops, internet cafés, kitchen & bathroom showrooms, video rental, pharmacies and off licencies.

**Accessible housing:** Wheelchair accessible residential property.

**ACV:** Assets of Community Value designation means that if a landowner wants to sell a registered property, he / she must inform the council. If a group wants to buy the asset, a six month moratorium can be triggered and that will offer a chance for the group to raise the money to bid for the property when it comes onto the open market at the end of the moratorium period, but the landowner can still sell at the going market rate.

**AECOM:** Provides fully integrated professional technical and management support services for enhancing environments and creating new buildings and communities.

**Affordable Housing:** Social-affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Affordable housing does not include low cost market housing.

**Area Designation / Neighbourhood Area Designation / Neighbourhood Plan Designation:** The area to be covered by each Neighbourhood Plan.

**Article 4 Direction:** This restricts the scope of permitted development rights either in relation to a particular area or site, or a particular type of development anywhere in the authority's area.

**Assembly and leisure D2:** Cinema, dance, concert and sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos.

**BARA:** Bartholomew Area Residents Association.

**Biodiverse habitats:** An environment which provides natural conditions for plants or animals to live.

**CAAC:** Conservation Area Advisory Committee.

**CAMRA:** The Campaign for Real Ale.

**CDP:** Camden Development Policies.

**CIL:** Community Infrastructure Levy (*see definition p.10*).

**CIP:** Community Investment Programme.

**Conservation Area:** An area designated by Camden Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.

**Convenience store:** Small grocery store, or corner shop, that stocks a range of everyday items and is open long hours.

**Core frontage:** The primary shopping area.

**CPG:** Camden Planning Guidance.

**CS:** Camden Council Core Strategy that sets out the key elements of Camden's vision for the borough and is a

central part of the Local Development Framework.

**Design Council CABE:** CABE works (Commission for Architecture and the Built Environment) at the Design Council with local authorities across the country to help create better quality, prosperous places.

**DP:** Camden Council Development Policies set out detailed planning criteria that are used to determine applications for planning permission in the borough.

**DPNF:** Dartmouth Park Neighbourhood Forum

**Façade:** Generally one exterior side of a building, usually, but not always, the front.

**Flood Plain / Flood Risk Zones:** Areas identified by the Environment Agency, marking areas as high (Zone 3), low to medium (Zone 2), or little or no risk (Zone 1).

**Foot fall:** The number of people visiting a shop or a chain of shops in a period of time.

**Frontage:** A frontage is usually terminated by a definite break, such as a road, service yard, footpath or the defined break between shopping areas.

**GLA:** Greater London Authority.

**Grain:** An aspect of the physical context of a building concerning urban density.

**GVA:** Gross value added.

**HNF:** Hampstead Neighbourhood Forum.

**Independent Examiner:** Anyone with appropriate qualifications and skills who meets certain requirements set out in the Localism Act. An independent examiner could be a planning consultant or other planning professional, an employee of another local authority or a planning inspector.

**Infrastructure:** All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, and hospitals.

**Intermediate housing:** *see Affordable housing.*

**IPPR:** Institute for Public Policy Research.

**Key worker:** An employee who provides a vital service, especially in the police, health, or education sectors.

**KTNF:** Kentish Town Neighbourhood Forum.

**KTNP:** Kentish Town Neighbourhood Plan.

**KTRA:** Kentish Town Road Action.

**LBC or LB Camden:** London Borough of Camden.

**LDF:** Local Development Framework. This forms the Development Plan for Camden.

**Linton House:** 39-51 Highgate Road NW5 1RT.

**Listed buildings:** Buildings and structures which are Listed by Historic England Grade I, II\* or II, as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed Building Consent is required before any works are carried out on a Listed building.

**Live / work:** Properties designed to incorporate both professional and personal lives.

**Local Green Spaces Designation:** Provision of special protection against development of green areas of particular importance to local communities.

**The Localism Act:** An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up Neighbourhood Development Plans for their local area.

**Local List:** Buildings and sites in a local planning authority's area that make a positive contribution to its local character and sense of place. These are known as 'Non-Designated Heritage Assets'. The Local List recognises elements of the historic environment that are not already designated in another way e.g. buildings Listed by English Heritage or those in Conservation Areas.

There will be a presumption to preserve the particular significance of a Non-Designated Heritage Asset, and this will be balanced against other material considerations when assessing a planning application.

**Local Plan:** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

**London Plan:** The Mayor of London's spatial development strategy for London.

**London Stock Brick:** The type of handmade brick which was used for the majority of building work in London and South East England until the growth in the use of Flettons and other machine-made bricks in the early 20th century. Its distinctive yellow colour and soft appearance comes from the yellow local clay from which the bricks were made. London Stocks are still made in comparatively small quantities in traditional brickworks, mainly in Kent and Sussex, for heritage work. Machine-made versions are available for use where a cheaper approximation to the traditional product is acceptable.

**Massing:** The volume and shape of a building and the relationship of a building's various parts to each other.

**MPS:** Metropolitan Police Service.

**Mixed use:** Developments incorporating more than one Use Class. Uses may be mixed within the same building (e.g. offices above shops) or may be mixed across the site (e.g. houses next to shops and community facilities).

**Modulation:** separate components that can be connected together.

**Neighbourhood Forum:** a community group that is designated to take forward neighbourhood planning in areas without parishes. It is the role of the local planning authority to designate the neighbourhood forum for a neighbourhood area.

**Neighbourhood Plan, NP or Plan:** The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly shortened to 'Neighbourhood Plan'. It is a plan document for defined area subject to examination in public and approval by referendum. It will be used on approval in the determination of applications.

**NHS:** National Health Service.

**Non-Designated Heritage Assets:** *See Local List.*

**NPA:** Neighbourhood Plan Area.

**NPPF:** The National Planning Policy Framework was published by the government in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied.

**NPPG:** National Planning Practice Guidance was launched by the government in August 2013 as an online tool providing much-needed simplicity and clarity to the planning system and encouraging better community involvement.

**(General) Permitted Development Order, GPDO / Permitted development rights:** Permitted development

rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impact and to protect local amenity.

**Planning Aid England (PAE):** National planning practice guidance under the Supporting Communities in Neighbourhood Planning programme.

**Police Section House:** MPS police accommodation.

**Public Open Space:** Open space that is open to the public and is normally owned and managed by a public organisation such as Camden Council.

**Public Realm:** Any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities.

**RCA Helen Hamlyn Centre for Design:** The Helen Hamlyn Centre for Design at the Royal College of Art undertakes design research and projects with industry and communities that will contribute to improving people's lives.

**Referendum:** A general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of the Kentish Town Neighbourhood Plan, the referendum will decide whether or not to adopt the Plan.

**SEA:** Strategic Environmental Assessment made compulsory by a European Directive (the SEA Directive). It is implemented in planning through Sustainability Appraisal of Development Plan Documents and Neighbourhood Plans, where required.

**Secondary frontage:** Shopping area outside, but attached to, the Core frontage of a shopping area.

**Section 106 Financial Contributions:** (*see definition p.10*).

**Shaping Neighbourhoods:** A Supplementary Planning Guidance for Neighbourhoods – an approach to understanding character and context so that it can be considered in the planning and design process to guide change in a way which is responsive to individual places and locations. It is key to the implementation of many of the policies in the London Plan.

**Site Specific Policies:** Site-based proposals and policies for specific types of development. The policies also establish development boundaries.

**SME:** Small and medium-sized enterprise.

**SPG:** Supplementary Planning Guidance.

**Social rented housing:** *see Affordable housing.*

**Sui Generis:** Of its own kind.

**TfL:** Transport for London.

**UDP:** Unitary Development Plan which sets out Camden's aims and priorities for the use of land in the Borough and the policies that will be used to achieve these through planning decisions.

**Use Classes:** The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories.

**Urban Design Compendium 2 – MADE:** The Urban Design Compendium 2 was prepared for the Homes and Communities Agency by Roger Evans Associates Ltd. MADE is an organisation dedicated to improving the quality of our towns, cities and villages.



**Kentish Town Fire Station forecourt flower pots**