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13 March 2024

Planning Policy
London Borough of Camden
2nd Floor, 5 Pancras Square
c/o Town Hall, Judd Street
London WC1H 9JE

By email only to planningpolicy@camden.gov.uk

Dear Sir / Madam

**DRAFT NEW CAMDEN LOCAL PLAN (REGULATION 18 CONSULTATION VERSION)
REPRESENTATIONS ON BEHALF OF YC CFQ LIMITED**

We write on behalf of our Client, YC CFQ Limited an affiliate of Yoo Capital Management, to formally submit representations to the London Borough of Camden ('LBC') consultation on the 'Regulation 18 Consultation Version' of the Draft New Local Plan.

YC CFQ LIMITED

YC CFQ Ltd is a key stakeholder in LBC, having acquired the former Saville Theatre on Shaftesbury Avenue in 2021 and the Holmes Road Depot and Regis Road Recycling Centre in Kentish Town (on a subject to planning basis) in 2023. YC CFQ Ltd also acquired other land parcels in 2024 within the Regis Road Growth Area (on a subject to planning basis), including Regis Road. YC CFQ Ltd acquired the Holmes Road and Regis Road site from LBC, and other land parcels, with the objective of delivering on the ambitions of the Kentish Town Planning Framework. These representations relate to the sites in Kentish Town.

YC CFQ Ltd welcome the opportunity to comment on the 'Regulation 18 Consultation Version' of the Draft New Local Plan, as a key stakeholder within the Borough. We welcome the positive tone of the draft document and the emphasis placed on supporting the creation of healthy and sustainable places in Camden, and in particular, in the Kentish Town area.

Priorities & Objectives

Aligned with LBC, YC CFQ Limited strategic objective is to ensure that the Holmes Road Depot and Regis Road Recycling Centre act as a catalyst for the wider regeneration of the Kentish Town Planning Framework area. YC CFQ Ltd wish to work with LBC and local stakeholders to deliver a new creative centre for Kentish Town, providing much needed new homes and jobs, whilst also creating and fostering a safe, accessible, healthy and vibrant neighbourhood.

YC CFQ Ltd is supportive of the key aims of the Draft New Camden Local Plan and share the following strategic objectives of LBC, as set out in the Draft New Camden Local Plan:

- Ensuring that development in LBC responds to the climate emergency;
- Increasing the supply of homes within the Borough, with an emphasis on genuinely affordable homes;

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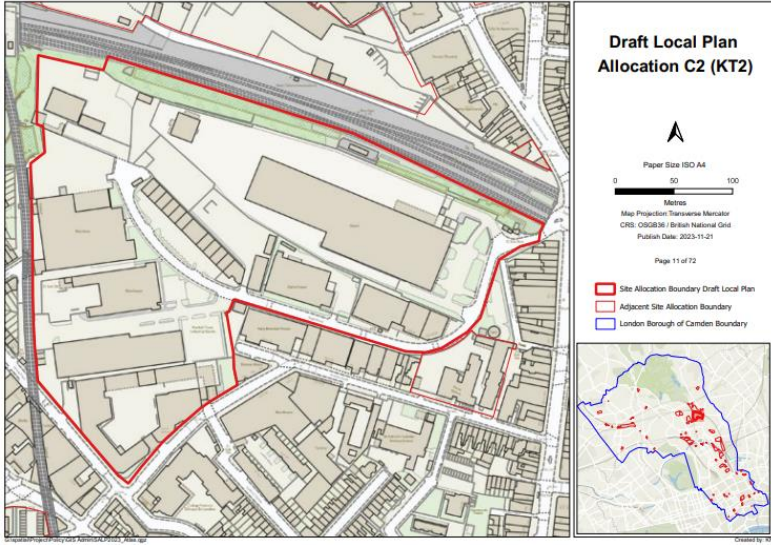
- Ensuring development meets the needs of LBC’s diverse communities’
- Strengthening LBC’s nationally important economy;
- Ensuring town and neighbourhood centre are accessible and sustainable;
- Supporting high quality, sustainable and inclusive design;
- Promoting active and sustainable travel;
- Improving access to parks, green spaces and biodiversity; and
- Promoting health and well-being.

Draft Policies upon which Representations are Submitted

These representations begin by focusing on the Site Allocation for the Regis Road and Holmes Road Depot Site, as set out on page 86 of the Draft New Camden Local Plan. They then comment on some of the more general policies and evidence base documents.

Draft Site Allocation C2 (formerly K2) Regis Road and Holmes Road Depot

Please find the relevant policy extract, followed by our representation (in red) below:

<p>Site Plan</p>	
<p>Address</p>	<p>Regis Road, Holmes Road Depot</p>
<p>Area</p>	<p>7.9 ha</p>
<p>Allocated Uses</p>	<p>Industry / employment (including offices); permanent self-contained homes, community uses; open space; waste and recycling facilities; depot.</p>
<p>Allocated Uses Representation</p>	<p>It is requested that the allocated uses reflect the potential for creative and knowledge industries to be delivered in this location, as indicated in the development and design principles. The creative industries account for a significant amount of employment in the Kentish Town area and such uses establishing locally would be a clear opportunity to maximise local employment and economic benefit.</p>
<p>Indicative Capacity</p>	<p>1,000 additional homes</p>

Indicative Capacity Representation	<p>YC CFQ Ltd is supportive of the ambition to deliver approximately 1,000 additional homes on the site. Though it is requested that this should be expressed as 'indicative' in policy, where more housing would be entirely acceptable subject to justification in planning terms.</p>
Description of Existing Site	<p>Regis Road site is currently home to several industrial premises, with logistics, manufacturing and other businesses, as well as the Council's Regis Road Recycling and Reuse Centre and car pound. Many buildings on the site are single storey sheds surrounded by areas of yard space and parking. The Holmes Road Depot site houses a Council depot and offices, and 25 homes (including 20 affordable homes).</p> <p>The site is bordered to the north and west by railway lines, to the south by the rear of properties on Holmes Road and to the east by York Mews behind Kentish Town Road. Currently the junction with Kentish Town Road is the only way in and out of Regis Road, which is largely cut off from surrounding areas. Part of the site is within a viewing corridor set out in the London View Management Framework SPG</p>
Background	<ul style="list-style-type: none"> • Proposals should be progressed through a comprehensive masterplan process, informed by the Kentish Town Planning Framework. • The Kentish Town Neighbourhood Plan recognises Regis Road as a potential area for mixed-use development. It sets out general development criteria expected to apply to proposals for development within the Regis Road site, subject to viability. The Plan notes that the site is currently underused and states that the intensification of the site through mixed-use development, including housing, industry, offices, start-ups, and other uses, is supported by the local community subject to consideration against relevant policies. • The Neighbourhood Plan also includes a policy on the future development of the Holmes Road depot site. • The Council is committed to progressing a Regeneration Strategy involving selling Camden's land assets on Regis Road and Holmes Road as an enabler and catalyst for the regeneration that will bring forward the benefits envisaged in the Planning Framework and the Neighbourhood Plan. The Strategy's objectives include enabling re-provision of the Recycling Centre and other Council service provision as necessary, ensuring continuous operation. • The Regis Road and the Holmes Road depot site is allocated for comprehensive employment-led, sustainable mixed use development. It will provide space for a range of business uses, significant numbers of homes and new open spaces in an attractive place that is successfully connected to its surroundings, bringing benefits to Kentish Town and the wider area. • The comprehensive redevelopment of the scale necessary at this location is likely to take some time. Prior to and during this, the Council aims to ensure that the area continues to be a functioning employment area. Temporary ('meanwhile') uses can play an important role in maintaining activity as a comprehensive scheme is progressed. Any development that comes forward in advance of a comprehensive scheme must follow the guidance set out in the Kentish Town Planning Framework section on temporary uses. • Applications submitted in advance of the comprehensive redevelopment of the area that would prejudice the delivery of a comprehensive scheme or the aspirations for the area will not be permitted.
Background Representation	<p>The principle of development proposals being progressed through a comprehensive masterplan process, informed by the Kentish Town Planning Framework, is supported.</p> <p>We agree with the assertion that the site is currently underused and that there is a significant opportunity for intensification through mixed use development. We would request the</p>

	<p>potential to contribute to creative and knowledge industries, alongside housing and other uses, is included within the policy wording.</p> <p>We support the principle of using Regis Road and Holmes Road as an enabler and catalyst for regeneration of the wider Kentish Town Planning Framework area. This is in line with YC CFQ Ltd's ambition for the site.</p> <p>It is agreed that the re-provision of the Recycling Centre and other Council services should be re-provided, however, this should be subject to assessment of their need and possible re-provision in other locations.</p>
Development and Design Principles	<p>Development must:</p> <ul style="list-style-type: none"> a) intensify industrial and other employment uses through efficient design through co-location with housing and other proposed uses; b) ensure that non-employment uses do not compromise the operation of existing or future employment uses; c) provide high density employment uses, including a mix of light industrial, industrial and storage / warehouse / logistics uses and a significant element of affordable workspace, to increase the range of business premises and sectors on site, and provide significant additional jobs; d) seek to contribute to the continued success of existing business clusters, including light industry and the creative and knowledge sectors, and maintain, and where possible expand, the area's role in providing for businesses supporting London's Central Activities Zone; e) seek to retain existing businesses that wish to stay on the site, where possible, and in particular uses that support the functioning of the CAZ or local economy. The developer should therefore work with existing businesses to understand their requirements, ambitions and the potential for re-provision or relocation. A business retention / relocation strategy must be provided as part of the planning application for the site; f) ensure any provision of retail, food and drink uses are of an appropriate scale and do not have a harmful impact on existing centres. Smaller scale provision will be supported where it is intended to serve the needs of those living and working in or visiting the site and activate key public spaces; g) re-provide the existing housing floorspace (including the affordable housing) from the Holmes Road Depot site in addition to the required new housing provision across the wider scheme area; h) make provision for particular housing needs identified in Policy H6C where appropriate, and consider inclusion of affordable housing for older people, or other people with care or support requirements, as part or all of the overall affordable housing contribution; i) significantly improve connections between the site and surrounding areas and provide safe and attractive pedestrian and cycle routes. In particular it must: <ul style="list-style-type: none"> i. improve the link between Regis Road and Kentish Town Road, physically and visually, to better integrate the site with Kentish Town. ii. seek to create additional access points, e.g. through the railway arches. iii. provide an attractive, safe and clear east-west pedestrian and cycling route connecting Kentish Town Road with Gospel Oak. iv. provide and facilitate connections between Regis Road and Holmes Road. v. facilitate a new north-south pedestrian and cycle route from Kentish Town West to Highgate Road which passes through

	<p>the site and ensure uses along the route reflect the area's industrial and railway heritage and make use of the railway viaduct.</p> <p>j) provide substantial new, welcoming and safe open spaces and public areas, and should look to provide a new public square as a focus for the area and community activity;</p> <p>k) enhance biodiversity across the site and in particular the biodiversity corridors along the railway lines to the north and northwest of the site, which are designated Grade 1 Site of Nature Conservation Importance. Proposals should investigate the potential for the provision of vegetation buffers along the railway lines to create/improve connections;</p> <p>l) seek to ensure that the site is designed to minimise vehicle movements and parking;</p> <p>m) be designed to be compatible with, and facilitate, the development of neighbouring sites and in particular the Murphy site.</p> <p>The Camden Building Height Study has identified this site as a location where tall buildings may be an appropriate form of development, with 12m - 52 m considered the potentially appropriate height range. Additional height, above the potentially appropriate height range, may be possible in some locations on this site, subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. The acceptability of particular tall building proposals, and their location within the site, will be assessed against Policy D2 on tall buildings and other relevant development plan policies</p>
<p>Development and Design Principles Representation</p>	<p>We are supportive of the development and design led principles set out within the draft Site Allocation.</p> <p>In respect of principle a) it is requested that the wording is amended to allow sufficient flexibility to deliver the requirements of the site allocation. It is requested that the wording is replaced by the following:</p> <p><i>“a) intensify employment uses (including light industry, creative and knowledge industries, logistics, storage, warehouse uses, and offices) through efficient design through co-location with housing and other proposed uses;”</i> .</p> <p>Regarding principle c) and the provision of affordable workspace, we request that it is clarified that this requirement is subject to viability, as set out in draft Policy IE4.</p> <p>YC CFQ Ltd is supportive of the ambition to reprovide housing and deliver new housing in line with the draft site allocation, as set out in g) and h).</p> <p>YC CFQ Ltd is supportive of the ambition to improve connections to, and within the site, providing safe and attractive pedestrian and cycle routes. In addition, YC CFQ Ltd is supportive of the ambitions for biodiversity enhancements across the site.</p> <p>YC CFQ Ltd welcomes the conclusion of the Camden Building Height Study and agrees with the identification of this site as a location where tall buildings may be an appropriate form of development. It is agreed that additional height above the proposed range is likely to be possible in some locations on this site, however this will be determined by appropriate testing of local and strategic views.</p>
<p>Infrastructure Requirements</p>	<p>Development must:</p> <p>n) retain or reprovide the Regis Road Recycling Centre and other Council service provision, as necessary, unless suitable compensatory sites are provided elsewhere that replace the existing service provision. The continuous availability of services must be maintained in all</p>

	<p>circumstances. Re-provision of the Recycling Centre must replace the maximum throughput achievable at the existing site;</p> <p>o) provide, or facilitate and contribute towards, pedestrian and cycling links across the railway line to the Murphy site;</p> <p>p) contribute towards improvements at Kentish Town Thameslink station (including step free access, new station entrance and enhanced town square) and Gospel Oak station (including new eastern access and improved public realm); and</p> <p>q) explore developing an energy masterplan which supports the local approach to decarbonisation being led by the Council.</p>
<p>Infrastructure Requirements Representation</p>	<p>In terms of the re-provision of the Regis Road Recycling Centre, YC CFQ Ltd agrees that the continuous availability of required services is important. The need for re-provision should be suitably assessed and this assessment is included within the policy wording. Currently, part n) notes that "re-provision of the Recycling Centre must replace the maximum throughput achievable at the existing site", it is requested that this is amended to state:</p> <p>"re-provision of the Recycling Centre must replace the maximum throughput achievable at the existing site, subject to assessment of current and future requirements".</p> <p>The wider contributions towards public transport, pedestrian and cycling links are supported, subject to assessment of feasibility and demand.</p> <p>YC CFQ Ltd is keen to work with LBC to support the local approach to decarbonisation.</p>
<p>Other Considerations</p>	<ul style="list-style-type: none"> • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Policy CC11 (Flood Risk). • Part of this site is within a Tier II Archaeological Priority Area and so archaeological investigations should be undertaken to establish the extent of any surviving remains of interest and record as appropriate. • Applicants will be expected to liaise with Thames Water early in the design process to investigate whether the existing water supply and wastewater network capacity in this area is able to support the demand anticipated from the development or whether local upgrades and/or detailed drainage strategy may be required.

Draft Policy H4 Maximising the supply of Affordable Housing

Please find the relevant policy extract, followed by our representation (in red) below:

<p>Policy H4 Maximising the supply of Affordable Housing</p>	<p>A. The Council supports the London Plan's strategic target for 50% of London's new homes to be genuinely affordable. The Council will aim to maximise the supply of affordable housing, meet or exceed a borough wide strategic target of 3,000 additional affordable homes from 2026/27 - 2040/41, and achieve an appropriate mix of affordable housing types to meet the needs of households unable to access market housing.</p> <p>B. We will expect a contribution to affordable housing from all developments that provide one or more additional homes and involve a total addition to housing floorspace of 100sqm GIA or more. The Council will seek to negotiate the contribution to affordable housing on the following basis:</p>
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	<p>i. the guideline mix of affordable housing types is 60% low-cost rented housing and 40% intermediate housing;</p> <p>ii. targets are based on an assessment of development capacity whereby 100sqm (GIA) of housing floorspace is generally considered to create capacity for one home;</p> <p>iii. targets are applied to additional housing floorspace proposed, not to existing housing floorspace or replacement floorspace;</p> <p>iv. a sliding scale target applies to developments that provide one or more additional homes and have capacity for fewer than 25 additional homes, starting at 2% for one home and increasing by 2% of for each home added to capacity;</p> <p>v. an affordable housing target of 50% applies to developments with capacity for 25 or more additional dwellings;</p> <p>vi. targets and the guideline mix will be applied having regard to the London Plan's housing policies and viability threshold approach where applicable;</p> <p>vii. for developments with capacity for 25 or more additional homes, the Council may seek affordable housing for older people or other people with care or support requirements as part or all of the affordable housing contribution;</p> <p>viii. where developments have capacity for fewer than 10 additional dwellings, the Council will accept a payment-in-lieu of affordable housing;</p> <p>ix. for developments with capacity for 10 or more additional dwellings, the affordable housing should be provided on site; and</p> <p>x. where affordable housing cannot practically be provided on site, or off site provision would create a better contribution (in terms quantity and/ or quality), the Council may accept provision of affordable housing off site in the same area, or exceptionally a payment-in-lieu.</p> <p>C. We will seek to ensure that where development sites are split, additional proposals are brought forward on the same site, or separate proposals are brought forward for closely related sites, the appropriate affordable housing contribution is comprehensively assessed for all the proposals together. The Council will seek to use planning obligations to ensure that all parts or phases of split or related sites make an appropriate affordable housing contribution.</p> <p>D. We will apply the distinctive affordable housing provisions of the London Plan for build to rent housing, purpose-built student accommodation, and large-scale purpose-built shared living, but as an alternative will strongly encourage contributions of on-site affordable housing from such developments in accordance with the guideline mix set out in criterion (i) of Part B above where feasible, having regard to whether developments are able to include separate blocks and / or stair / lift cores.</p> <p>E. In considering whether affordable housing provision should be made on-site, and the scale and nature of the provision that would be appropriate, the Council will also take into account:</p>
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	<p>i. the character and size of the development, and any constraints on developing the site for a mix of housing including market and affordable housing or the particular types of affordable provision sought;</p> <p>ii. the impact on creation of mixed, inclusive and sustainable communities;</p> <p>iii. the impact of the mix of housing types sought on the efficiency and overall quantum of development;</p> <p>iv. the economics and financial viability of the development including any particular costs associated with it, having regard to any distinctive viability characteristics of particular sectors, such as build to rent housing; and v. whether an alternative approach could better meet the objectives of this policy and the Local Plan.</p> <p>F. Having regard to the London Plan, where the development's contribution to affordable housing falls significantly short of the Council's targets due to financial viability, and there is a prospect of viability improving prior to delivery, the Council will seek early, mid-term and / or late stage viability reviews to determine the maximum contribution to affordable housing deliverable by the development.</p>
<p>Policy H4 Representation</p>	<p>As previously noted, YC CFQ Ltd is supportive of LBCs ambition to deliver approximately 1,000 additional homes within the site allocation area. YC CFQ Ltd supports draft Policy H4 of the Draft New Camden Local Plan which reflects the London Plan's strategy target for 50% of London's new homes to be genuinely affordable.</p>

Draft Policy IE3 Industry

Please find the relevant policy extract, followed by our representation (in red) below:

<p>Policy IE3 Industry</p>	<p>A. The Council will manage and protect the supply of industrial and warehousing land, recognising its value for a variety of business types, while recognising the opportunities for some sites to be used more efficiently to deliver wider Local Plan objectives.</p> <p>B. We will prioritise the retention of industrial and warehousing land, particularly where it has an important local economic role or provides essential functions or services for the CAZ. In exceptional cases, where the applicant suggests the site is no longer suitable for a continuing industrial use, the Council will require marketing evidence and viability evidence in line with the approach set out for offices in Policy IE2.</p> <p>C. Where the Local Plan proposes the development of existing industrial and warehousing land, this must form part of a comprehensive and intensified employment-led approach. To fully realise the potential of such developments, applicants must have regard to:</p> <p>i. The delivery of significant numbers of jobs for growth sectors, small and medium enterprises, start-ups and businesses supporting the Central Activities Zone and local supply chains;</p>
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	<p>ii. Re-provision of a range of premises that takes into account the varied operational requirements of industrial businesses;</p> <p>iii. Prioritising the retention of existing businesses as far as possible. The Council may request the applicant to provide a business relocation strategy where it is not feasible to re-provide accommodation for businesses on-site;</p> <p>iv. Incorporating premises at a range of rents, including affordable workspace, and a package of employment and training contributions appropriate to the scale of the development;</p> <p>v. Ensuring the successful co-location of uses through innovative design approaches and avoiding non-employment uses compromising the operation of businesses in line with the 'Agent of Change' principle; and</p> <p>vi. The need to complete the employment element of mixed-use schemes at an early stage in the construction programme.</p>
<p>Policy IE3 Representation</p>	<p>Part C) of this draft Policy has regard to where the Local Plan proposes the development of existing industrial and warehousing land. YC CFQ Ltd is supportive of the requirement for this to form part of a comprehensive and intensified employment-led approach and the applicable requirements, for example ensuring the successful co-location of uses through innovative design approaches.</p>

Draft Policy D2 Tall Buildings

Please find the relevant policy extract, followed by our representation (in red) below:

<p>Policy D2 Tall Buildings</p>	<p>A. The Council defines tall buildings as buildings that are over 40 metres in height in the Central Activities Zone and over 30 metres elsewhere in the borough, when measured from the lowest point on the ground to the uppermost part of any rooftop structures (including plant and lift overruns), as shown on Map 13.</p> <p>B. Locations where tall buildings may be an appropriate form of development, subject to meeting the other requirements of the Local Plan, are identified on Map 13 below and listed in Appendix 2. Guidance on building heights for specific sites is set out in the relevant site allocation policies.</p> <p>C. The Council will assess proposals for buildings above the threshold heights set out in (A) above against the London Plan tall buildings policy and the design criteria in Policy D1 (Achieving Design Excellence). We will also give particular attention to:</p> <p>i. how the building relates to its surroundings, both in terms of how the base of the building fits in with the streetscape and how the top of a tall building affects the skyline, having regard to both the existing and the emerging context; ii.</p> <p>ii. whether the proposal maximises energy efficiency and resource efficiency in accordance with Policies CC3, CC4, CC5 and CC6 in the Climate Change Chapter;</p>
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	<p>iii. whether the development delivers the highest standards of sustainable design and construction in line with Policy D1 Achieving Design Excellence and Policy CC10 Sustainable Design and Construction Certification;</p> <p>iv. whether the proposal maximises the supply of affordable housing and delivers 50% affordable homes in accordance with the target set out in Policy H4 Affordable Housing;</p> <p>v. whether the proposal creates a safe and secure environment in accordance with Policy A2 Safety and Security;</p> <p>vi. whether the site is of a sufficient size to accommodate a tall building, without having a detrimental impact on existing buildings, the public realm and amenity;</p> <p>vii. the historic context of the building’s surroundings; viii. the relationship between the building and hills and views, ensuring that any proposal responds to local views and preserves protected views;</p> <p>ix. the contribution a building makes to pedestrian movement, connectivity and improved public accessibility; x. the degree to which the building overshadows neighbouring buildings and spaces, especially public spaces, open spaces and watercourses; xi. the relationship between the building and other neighbouring tall buildings;</p> <p>xii. the contribution the development makes to wider place making objectives and infrastructure delivery in line with Policies DS1 Healthy and Sustainable Development, D1 Achieving Design Excellence and DM1 Delivery and Monitoring;</p> <p>xiii. the quality of homes and amenities provided; and</p> <p>xiv. the proposed internal and external illumination of the building. All tall building proposals will require a Lighting Strategy.</p>
<p>Policy D2 Representation</p>	<p>YC CFQ Ltd welcomes the definition of the Kentish Town Planning Framework area as an area suitable for tall buildings. It is recognised that further guidance on specific heights is set out in the relevant site allocation policies.</p>

Evidence Base: Camden Building Heights Study (January 2024)

The Building Heights Study provides a borough-specific approach to the assessment of building height in Camden to support the preparation of the new Local Plan. the Study notes the potential beneficial and adverse impacts of tall buildings.

The Study notes that it applies a robust, tested and evidence-led methodology comprising of the following elements:

1. Policy Overview
2. Tall Building Definition
3. Tall Building Sensitivities
4. Identification of Areas of Search
5. Provide Area Specific Guidance

The Building Height Assessment (page 80-81) notes the following in relation to the ‘Regis Road sub-area’:

“The Regis Road sub-area (AS07-01) to the south of the mainline offers greater opportunity for tall buildings. The area benefits from higher public transport accessibility, close proximity to the town centre and given its size has the capacity for comprehensive development and placemaking. The northeast of the Regis Roads sub-area along the railway is less impacted by development constraints such as strategic viewing corridors, townscape and heritage designations, and therefore is considered an area where large/ taller buildings may be appropriate, subject to responding appropriately to the green corridor along the railway. The role of larger or taller buildings here would be to make efficient use of land near a transport node, town centre and facilities and to support place making as part of a comprehensive masterplanned development.”

YC CFQ Ltd agrees with the conclusions outlined in respect of the Regis Road sub-area.

The recommendations, set out within the Building Heights Study, suggest that within this sub-area, an appropriate height range would be 12-52m. It is considered that there may be further opportunity for additional height, in excess of 52m, on this site. However, any additional height above this range, would be subject to assessment against Policy D2 on tall buildings and other relevant development plan policies. This is considered an appropriate policy approach.

Future Involvement in the Local Plan Process

YC CFQ Ltd takes a keen interest in development planning and welcomes the opportunity to provide formal representations to LBC on the Draft New Camden Local Plan.

We would be grateful if you could keep us informed of progress on the emerging Local Plan, including future consultations. Please contact Gareth Fox on 07894 815 343 or at gareth.fox@montagu-evans.co.uk or Louisa Smith on 07469 379 425 or at louisa.smith@montagu-evans.co.uk of these offices.

Yours faithfully,



Montagu Evans LLP