

The Kentish Town Neighbourhood Development Plan 2015 – 2030

Submission Version

A Report to London Borough of Camden of the Examination into the Kentish Town Neighbourhood Development Plan

By Independent Examiner, Jeremy Edge BSc (Hons) FRICS MRTPI

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1.0 Introduction and Role of the Independent Examiner

- 1.1 Neighbourhood Planning is an approach to planning which provides communities with the power to establish the priorities and policies to shape the future development of their local areas. This Report sets out the findings of the examination of the Kentish Town Neighbourhood Development Plan 2015 – 2030 Submission Version, referred to as the KTNP or Plan.
- 1.2 Kentish Town's expansion dates from the mid Victorian period when much land was acquired for railway development as London expanded at that time. Kentish Town became an important locality for the manufacture of pianos in addition to a residential and retail area. Many of the old buildings remain, albeit hidden behind the façades of modern shops or remain neglected and it is still possible to obtain an impression of Kentish Town's heritage.
- 1.3 The KTNP explains that the Kentish Town Neighbourhood Forum (KTNF) was formed on 23 January 2012 at the first AGM. At that time a committee was elected, voluntary local advisors were established and a Constitution was approved. I understand that the Constitution was amended at the Special General Meeting 23 April 2012, with further minor amendments made on 17 October 2012.
- 1.4 Defining the neighbourhood development plan area took some months to settle, the Kentish Town Neighbourhood Plan Area being designated on 10 April 2013. The NP Area comprises all of the ward of Kentish Town, part, about one third of the ward of Canteloves and a small nodule around Artic Street which is located in Gospel Oak ward and a small part of Camden Town with Primrose Hill ward, located at the southern end of Kentish Town Road. It includes the Bartholomew Estate, Inkerman, Kelly Street and Kentish Town Conservation Areas.
- 1.5 My role as an Independent Examiner, when considering the content of a neighbourhood plan is limited to testing whether or not a draft neighbourhood plan meets the basic conditions, and other matters set out in paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 (as amended). The role is not to test the soundness of a neighbourhood development plan or to examine other material considerations.
- 1.6 Paragraph 8 of Schedule 4B to the Town & Country Planning Act 1990 (as amended) [excluding 2b, c, 3 to 5 as required by 38C (5) of the Planning and Compulsory Purchase Act 2004 (ad amended)], states that the Plan must meet the following "basic conditions";
- it must have appropriate regard for national policy;
 - it must contribute towards the achievement of sustainable development;
 - it must be in general conformity with the strategic policies of the development plan for the local area;
 - it must be compatible with human rights requirements and
 - it must be compatible with EU obligations.
- 1.7 In accordance with Schedule 4B, section 10 of the Town & Country Planning Act 1990 (as amended), the examiner must make a report on the draft plan containing recommendations and make one of the following three recommendations:

- (a) that the draft order is submitted to a referendum, or
- (b) that modifications specified in the report are made to the draft order and that the draft order as modified is submitted to a referendum, or
- (c) that the proposal for the order is refused.

1.8 If recommending that the Plan proceeds to a referendum, I am also then required to consider whether or not the Referendum Area should extend beyond the Kentish Town Neighbourhood Development Plan Area, to which the Plan relates. I make my recommendations at the end of this Report.

1.9 I am independent of the qualifying body, associated residents, business leaders and the local authority. I do not have any interest in any land that may be affected by the Plan and I possess appropriate qualifications and experience.

1.10 I was appointed to undertake a “Health Check” of the pre-submission version of the KTNP, reporting with my findings in October 2015. These indicated that the draft plan had been well prepared and that the thematic structure of the Plan’s policies was clear. I was appointed to undertake the independent examination of the submission version of the KTNP in February 2016.

2.0 **Basic Conditions**

2.1 I now consider the extent to which the Plan meets the “basic conditions”. A Basic Conditions Statement was prepared in November 2015 by the Neighbourhood Forum. It explains the requirements of the KTNP to meet the basic conditions tests, what these comprise and how the Plan meets these tests, including the contribution that the Plan makes towards the achievement of sustainable development and its conformity with the strategic policies for the development of the area. In addition, the Basic Conditions Statement explains how the KTNP is compatible with EU obligations and does not breach those obligations. This Statement has been supplied to me by the London Borough of Camden, together with the other examination documents comprising the Plan, the Consultation Statement and a Strategic Environmental Assessment and related non-technical summary.

2.2 The Basic Conditions Statement demonstrates how the Neighbourhood Plan conforms with the provision made under sections 61E (2), 61J and 61L of the Town & Country Planning Act 1990, as amended by the Localism Act 2011. I am content that the KTNP has been submitted by a qualifying body in accordance with the Localism Act 2011. I am also content that the Neighbourhood Forum has been properly constituted and that the Qualifying Body, the Kentish Town Neighbourhood Forum met the legal requirement of comprising at least 21 members when the KTNP and the neighbourhood plan were designated on 10th April 2013. The KTNP is therefore a qualifying body entitled to prepare a neighbourhood plan.

2.3 I am content that the KTNP meets the requirements of The Town & Country Planning Act 1990, s 61 G in relation to the designation of the Plan area and that the proposed Neighbourhood Plan does

not relate to more than one neighbourhood area and that there are no other Neighbourhood Development Plans in place within this neighbourhood area.

2.4 The Basic Conditions Statement summarises the vision of the KTNP as seeking “...to protect what is good about Kentish Town and through the Plan to foster positive and innovative development that will enhance the well-being of individuals living and working here. The aim of the Plan is to deliver the long-term goal of a balanced and vibrant neighbourhood. Planning future development has a vitally important role with developable land at a premium, a shortage of housing, and pressure to maintain employment space and open and green spaces. The Plan’s aim is to balance these competing demands with the key aim of making the neighbourhood a better place to live and to work”, over the life of the Plan up to 2030, to broadly align with the date of the emerging Local Plan, (now 2016- 2031) being advanced by the London Borough of Camden.

2.5 **Regard to the National Planning Policy Framework (NPPF)**

2.6 In relation to the presumption in favour of sustainable development, the NPPF advises that all plans should be based upon this presumption with clear policies that will guide how the presumption should be applied locally. Paragraph 16 of the NPPF acknowledges that the application of the presumption in favour of sustainable development will have implications for how communities engage in neighbourhood planning. In particular neighbourhoods should develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development and plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan. The Basic Conditions Statement refers to the requirement in the NPPF at paragraphs 183- 185. The NPPF explains at paragraph 183, that neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums can use neighbourhood planning to:

- set planning policies through neighbourhood plans to determine decisions on planning applications; and
- grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.

2.7 Paragraph 184 of the NPPF requires that the ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area and that neighbourhood plans must be in general conformity with the strategic policies of the Development Plan. Furthermore, neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Provided that neighbourhood plans do not promote less development than set out in the relevant Development Plans, or undermine the strategic policies, neighbourhood plans may shape and direct sustainable development in their area.

2.8 The KTNP Basic Conditions Statement systematically sets out how the Plan meets the NPPF guidance based on the principal topic areas cross referenced to the draft KTNP policies. Subject to my

comments in section 5 of this report, in relation to various policies of the Plan, I am generally satisfied that the Plan has adequate regard to this guidance.

2.9 Contribution to Sustainable Development

2.10 At paragraph 7, the NPPF defines the three dimensions to sustainable development as being, economic, social and environmental; the NPPF sets out the roles that the planning system is expected to perform in relation to each. The Basic Conditions Statement considered these three dimensions in Table 2 of the Statement, by reference to a high level overall consideration of the Plan's objectives and Plan policies.

2.11 In addition, the Basic Conditions Statement confirms that in preparing the KTNP policies, these were written having regard to the policies in the Camden Core Strategy, which was subject to Sustainability Appraisal in January 2010.

2.12 As indicated above the documents submitted with the Plan for this examination included a Strategic Environmental Assessment and non-technical summary. The purpose of the SEA is to inform the examination. The SEA considers how reasonable alternatives were assessed in relation to Kentish Town Potential Development Area, to be addressed through Policy SP2 of the plan. I consider this further in relation to consideration of the Plan policies but note at this time that the SEA found there are no other sites where there is the potential for significant development in order to meet housing and employment needs and which would contribute to wider plan objectives, notably those around movement and revitalising the Kentish Town Road. The SEA considers two options; low and high density (in terms of housing) mixed-use development of the site in relation to the potential impacts on the following topics:

- Air quality and noise
- Biodiversity
- Climate change mitigation (non-transport related)
- Community and well-being
- Economy
- Heritage
- Housing
- Landscape / townscape
- Transport
- Water, flood risk and other climate change adaptation issues

2.13 In the context of the Plan, I note that the findings of the Environmental Report, March 2015, were supportive of the Plan as a whole on the topics listed above and give confidence that the Plan, if made, should make a positive contribution to sustainable development in the Plan area.

2.14 I consider that this approach offers a clear analytical framework to test the credentials of the draft plan and consider that the Plan would properly contribute to the objective of sustaining sustainable development, subject to various policy amendments that I have recommended in this report.

2.15 Conformity with the Strategic Policies for the local area

2.16 The statutory development plan currently relating to the KTNP area comprises:

- The London Plan prepared by the Mayor of London in March 2016, the latest published version consolidating alterations made to the Plan since 2011; together with new outer London parking standards and the national space standards for new homes (referred to as “the new national technical standards”), which came into effect on 1 October 2015.; and
- LB Camden’s strategic policies in the Development Plan; these comprise:
 - Camden Core Strategy 2010-2025 (adopted 8 November 2010);
 - Camden Development Policies 2010-2025 (adopted 8 November 2010); and
 - Camden Site Allocations (adopted 9 September 2013).

2.17 The Basic Conditions Statement confirms that the Council’s strategic policies have been assessed with particular reference to its detailed objectives and to the relevant specific policies of the KTNP, to ensure that the Plan is in accordance with the Council’s adopted policies. Again, the Basic Conditions Statement has set out in a matrix, (Table 3), the extent to which the KTNP is in general conformity with the adopted strategic policies within the Borough.

2.18 The Basic Conditions Statement acknowledges that the emerging Camden Local Plan has included a proposal promoting mixed-use development in part of the designated Industry Area, however I am unable to take account of this in the Examination of this Plan. However, Table 3 in the Basic Conditions Statement enables an assessment of the compatibility of the Plan with the adopted strategic policies in the Core Strategy and Development Policies. I am satisfied that the Neighbourhood Plan is in general conformity with the strategic policies in Camden Council’s adopted planning policies of the Council’s LDF, except in relation to Policy SP2A, however the latter conforms to the London Plan 2015, as discussed later in this report.

2.19 **Conformity with European Union Obligations**

2.20 Habitat Regulations Assessment

2.21 The Basic Conditions Statement advises that a Habitats Regulation Assessment was undertaken for Camden Council’s Local Development Framework documents and concluded that they would be unlikely to have significant effects on wildlife and also advises that as the KTNP is intended to be in conformity with the LDF a separate Habitats Regulation Assessment was not considered necessary.

2.22 I agree that the neighbourhood plan is not likely to have a significant effect on a European site (as defined in the Conservation of Habitats and Species Regulations 2012) or a European offshore marine site (as defined in the Offshore Marine Conservation (Natural Habitats, & c.) Regulations 2007, either alone or in combination with other plans or projects, as such I concur that the KTNP is considered to be compatible with EU Habitats Directive.

2.23 Compatibility with human rights requirements

2.24 The Basic Conditions Statement considers that Plan has regard to the fundamental rights and freedoms guaranteed under the European Convention on Human Rights. It also complies with the Human Rights Act 1998.

3.0 **Background Documents**

3.1 In examining the KTNP, I have had regard to the following documents in addition to the Submission Version of the Plan:

- a) National Planning Policy Framework, March 2012
- b) National Planning Policy Framework, Planning Practice Guidance
- c) Town and Country Planning Act 1990 (as amended)
- d) The Planning and Compulsory Purchase Act 2004 (as amended)
- e) The Planning Act 2008
- f) The Localism Act (2011)
- g) The Neighbourhood Planning Regulations (2012)
- h) Statement of Basic Conditions
- i) The London Plan prepared by the Mayor of London adopted 14th March 2016,
- j) Camden Core Strategy 2010-2025 (adopted 8 November 2010);
- k) Camden Development Policies 2010-2025 (adopted 8 November 2010);
- l) Camden Site Allocations (adopted 9 September 2013).
- m) Strategic Environmental Assessment (SEA) of the Kentish Town Neighbourhood Plan (Update 2015) AECOM.
- n) London View Management Framework supplementary planning guidance March 2012
- o) “The Value of Public Space”, Design Council CABI
- p) Benefits of green infrastructure - Report by Forest Research, 2010, Prepared by Land Regeneration and Urban Greenspace, Centre for Forestry and Climate Change, Forest Research, Farnham, Surrey
- q) Camden Site Allocations Local Development Document 9th September 2013
- r) London Planning Statement, May 2014 (GLA)
- s) London Borough of Camden — Employment Land Study, URS, 2014
- t) The Kentish Town Regis Road Growth Area Employment Study 2015 (AECOM)
- u) Land for Industry and Transport Mayor of London SPG September 2012
- v) Modified Article 4 Direction, effective from 5th November 2015. 1A (North) Kentish Town.

4.0 **Public Consultation and The Consultation Statement**

4.1 Part 5 of The Neighbourhood Planning (General) Regulations 2012, “the Regulations”, makes provision in relation to procedure for making neighbourhood development plans. To fulfil the legal requirements of Section 15(2) of Part 5 of the Neighbourhood Planning regulations 2012, the consultation statement should contain the following:

- details of people and organisations consulted about the proposed Neighbourhood Plan;
- details of how they were consulted;
- a summary of the main issues and concerns raised through the consultation process; and
- descriptions of how these issues and concerns were considered and addressed in the proposed Neighbourhood Plan.

4.2 The Consultation Statement should also demonstrate that there has been proper community engagement and that it has informed the content of the Plan. It should also make it clear and transparent that those producing the plan have sought to address the issues raised during the consultation process. Consultation and community engagement is a fundamental requirement of the Neighbourhood Planning Regulations, the process of plan-making being almost as important as the plan itself. Such engagement with the community during the KTNP plan-making process has raised awareness and encouraged the community in Kentish Town to understand and in some cases query the draft policies as well as the Plan's scope and limitations.

4.3 The Consultation Statement sets out in some considerable detail the events that took place to secure public engagement in the Plan area and with statutory consultees from April 2011 until October 2015. Of particular importance are the later stages of the consultation process covering the Regulation 14 consultation. This Statutory Consultation stage ran from 16th March 2015 to 27th April 2015. It is clear from the Consultation Statement that there has been an extensive amount of engagement with local community and statutory bodies, by the KTNF using traditional means through public meetings, exhibitions and public events as well as via the use of social media and the internet.

4.4 The Kentish Town Neighbourhood Forum submitted the final version of their Neighbourhood Plan to the Council for public consultation in December 2015 in accordance with the Neighbourhood Planning Regulations. The Consultation Statement does not cover the Regulation 16 Consultation. Redacted copies of the consultation correspondence have been supplied to me by the London Borough of Camden and taken into consideration in the examination of the Plan and the draft policies.

4.5 I am satisfied that the Consultation Statement complies with Section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulations and that the proposed neighbourhood development plan meets the requirements of paragraph 8 of Schedule 4B to the 1990 Act, in accordance with 15(1) of part 5 of the 2012 Neighbourhood Planning Regulations.

5.0 Kentish Town Neighbourhood Plan – Land Use Planning Policies

5.1 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.

5.2 This policy reflects the thrust of Core Strategy policy CS8. This policy seeks to encourage the provision of land and premises for small and medium enterprises, by

“- safeguarding existing employment sites and premises in the borough that meet the needs of modern industry and other employers;

- safeguarding the borough’s main Industry Area; and

- promoting and protecting the jewellery industry in Hatton Garden;

c) expect a mix of employment facilities and types, including the provision of facilities suitable for small and medium sized enterprises, such as managed, affordable workspace;

d) support local enterprise development, employment and training schemes for Camden residents;

e) recognise and encourage the concentrations of creative and cultural businesses in the borough as well as supporting the development of Camden’s tourism sector whilst ensuring that any new facilities meet the other strategic objectives of the Core Strategy.....”

5.3 Policy CS8 is similar to KTNF Policy SW1 in that it seeks to safeguard employment sites and premises that meet the needs of modern industry and other employers and the borough’s main Industry Area. In relation to Adopted Camden Development Policies (2010), Policy DP13, Employment premises and sites, this states:

“The Council will retain land and buildings that are suitable for continued business use and will resist a change to non-business unless:

a) it can be demonstrated to the Council’s satisfaction that a site or building is no longer suitable for its existing business use; and

b) there is evidence that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative business use has been fully explored over an appropriate period of time.

Where a change of use has been justified to the Council’s satisfaction, we will seek to maintain some business use on site, with a higher priority for retaining flexible space that is suitable for a variety of business uses.....”.

5.4 The adopted policy position supports draft KTNF Policy SW1. A number of queries and objections were raised during the Regulation 16 consultation from DP9 on behalf of Augustus Regis Ltd; CgMs on behalf of The Estate Charity of Eleanor Palmer and the response from the London Borough of Camden, (Camden). As pointed out by these consultees there appears to be no reasoned justification for the threshold of 232m² floorspace within the policy, below which protection should be given in the KTNF.

5.5 I am concerned that there is no clarity or evidence base why a threshold of 232 m² has been selected relating to the maximum size of small business units qualifying for protection under this

policy. An Article 4 direction for specified areas in the Borough (outside of the Central Activities Zone) removes the permitted development right for a change of use from office to residential. In relation to Kentish Town, the Article 4 Direction relates to two areas: 1A north (Kentish Town) and 2B (outer Kentish Town). I appreciate that this additional restriction took place at the time that the Submission Plan was being finalised, but it would be helpful if the Article 4 Direction areas, 1A (north) and 2B could be overlain on a map identifying the extent of the entire KTNP area, in addition to the plans relating to Kentish Town Industry Area for KTNP Policies SP2 and SP2A.

5.6 I accept that this policy is to a degree aspirational and that there is no guarantee that protecting the current level of employment space will generate an increased level of employment within Kentish Town, but by protecting floorspace for the use of small businesses, this should assist the availability of suitable premises to promote small business activity. With regard to the specific concerns raised by The Estate Charity of Eleanor Palmer, with particular interest to their site at the rear of 36-52 Fortess Road, Fortess Garage and 20 Fortess Grove, Core Strategy Policy CS8 and adopted Development Policies DP13, together already provides support for small businesses and facilitates a change of use where this is justified to the Council's satisfaction. I note that the policy encourages the retention of some business use space on redevelopment. I reach this conclusion partly upon the SEA prepared by AECOM, in connection with the assessment of the impact of the Plan on the local economy in Chapter 19, where the conclusion reached on this topic was that: "Overall, the NP is likely to have a significant positive effect on 'the economy.'"

5.7 Small businesses are not defined in the KTNP, in relation to Policy DP13 in the Council's Development Policies (2010). At paragraph 13.3, they are indicated as occupying less than 100 m2 floorspace. This seems particularly small and less than half of the scale of businesses by floorspace in the draft KTNP, Policy SW1. I also note that The European Commission Recommendation 2003/361/EC: SME Definition, is referred to at paragraph 13.6 of adopted Development Policies (2010). It is possible that based on the derivation of Policy SW1, that the KTNF had this in mind in the preparation of this policy. To be consistent it would be prudent to use the same definition which for small businesses is defined as employing less than 50 people¹. This would give objectivity and consistency to the policy as well as an internationally recognised standard which will be readily understood to assist in the application of this policy for development management purposes. I recommend that the Reasoned Justification should be altered to reflect this definition and that small businesses should be defined in the Glossary for ease of reference as follows:

Small Businesses: For the purposes of the KTNP, small businesses are defined as employing less than 50 people

5.8 Accordingly, I recommend that the draft policy be amended to read as follows;

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.**

¹ SMEs are business employing less than 50 people (small) and or less than 250 (medium) (ref: European Commission Recommendation 2003/361/EC: SME Definition)

- 5.9 The recommended changes to this policy and reasoned justification are carried forward to Appendix 1.
- 5.10 I concur with the observations of Camden that the Plan should clearly differentiate between the Camden Core Strategy, the Camden Development Policies (2010) and Supplementary Planning Guidance. I also agree that reference to guidance rather than adopted policies should not be used to justify the KTNP policies.
- 5.11 **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.
- 5.12 This policy relates to the KTNP Core Objective 1a. Shopping & Working: “a) The Plan will identify environmental improvements to shop fronts and restrictions on non-retail premises.”
- 5.13 In relation to the Regulation 16 consultation, the only response concerning this draft policy was from the London Borough of Camden. The Council indicated in its response that it understands the KTNF intent, restricting the number of non-A1 uses within secondary shopping frontages but was concerned that as worded, the policy may inadvertently lead to an increase in vacant units in the town centre. As a consequence, Camden requested that the policy included a greater degree of flexibility to avoid increasing the number of vacant units in the designated centre. In addition, the Council suggested that the supporting text should include reference to Camden Planning Guidance 5 (CPG5) because this shows the designated retail frontages and also advise applicants how the Council will calculate the proportion of non-A1 uses.
- 5.14 To overcome the risk of vacant shops increasing as a consequence of this policy, a simple viability check could be used to demonstrate that retail use was no longer a realistic land use proposition through the preparation of a marketing report and a financial viability assessment to assist the Council in assessing and determining the planning application. In order not to burden the Council with additional cost, it would also be reasonable and indeed conventional to expect the applicant to meet the costs of a “peer review” of the market report and viability assessment before determining such planning applications. This issue is a matter affecting many retail locations as a consequence of changing retail preferences and viability and market assessments are now increasingly being used to assist decision making to overcome the prospect of higher vacancy rates, where there is demand for other uses which may be acceptable in planning and land use terms. Further details of how a proportionate approach to viability testing should take place is outlined in the reasoned justification to the policy.
- 5.15 There is no need within the policy to state that A1 retail use is explained in the Glossary. Such a reference should be set out in the Reasoned Justification.

5.16 To assist applicants, I agree with the Regulation 16 response from Camden that there should be a brief reference to Camden’s supplementary planning guidance (CPG5) as this shows the designated frontages and explains how the Council calculates the proportion of non-A1 uses.

5.17 Accordingly, I recommend that Policy SW2 be amended with the recommended changes to this policy and reasoned justification, as carried forward to Appendix 1.

5.18 This should provide the flexibility that Camden Council is seeking in relation to avoiding long term vacancies in secondary retail frontages, whilst facilitating protection of secondary retail frontages in the KTNP area.

5.19 **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.

5.20 As with Policy SW2, this policy similarly relates to the KTNP Core Objective 1a. Shopping & Working: “a) The Plan will identify environmental improvements to shop fronts and restrictions on non-retail premises.” This Policy reflects Development Policy, DP10 and the comments in paragraph 10.3 of the Reasoned Justification, recognising that the Council’s powers to help protect and promote small and independent shops are limited. Although the Council is said to resist the loss of shop premises where this would harm the character, function, viability and vibrancy of the area, Camden recognises that it cannot influence the occupier of individual premises or the type of goods and services they provide.

5.21 Policy SW3 attracted no comments in the Regulation 16 consultation. As with Policy SW2, there is also a similar risk that Policy SW3 could result in vacant retail premises in the event that demand for A1 retail premises was insufficient to prevent more than two consecutive frontages being in non-A1 Retail usage within secondary shopping frontages. In that event, rather than causing retail vacancies which could have the effect of further weakening secondary retail frontages in the locality, I consider it would be preferable to introduce some flexibility into the policy through viability assessment following adequate market testing to allow change of use to other appropriate uses, again similar to those suggested in relation to Policy SW2. Further details of how a proportionate approach to viability testing should take place is outlined in the reasoned justification to the policy. Accordingly, I recommend that Policy SW3 be extended as indicated in the recommended changes to this policy and the reasoned justification are carried forward to Appendix 1.

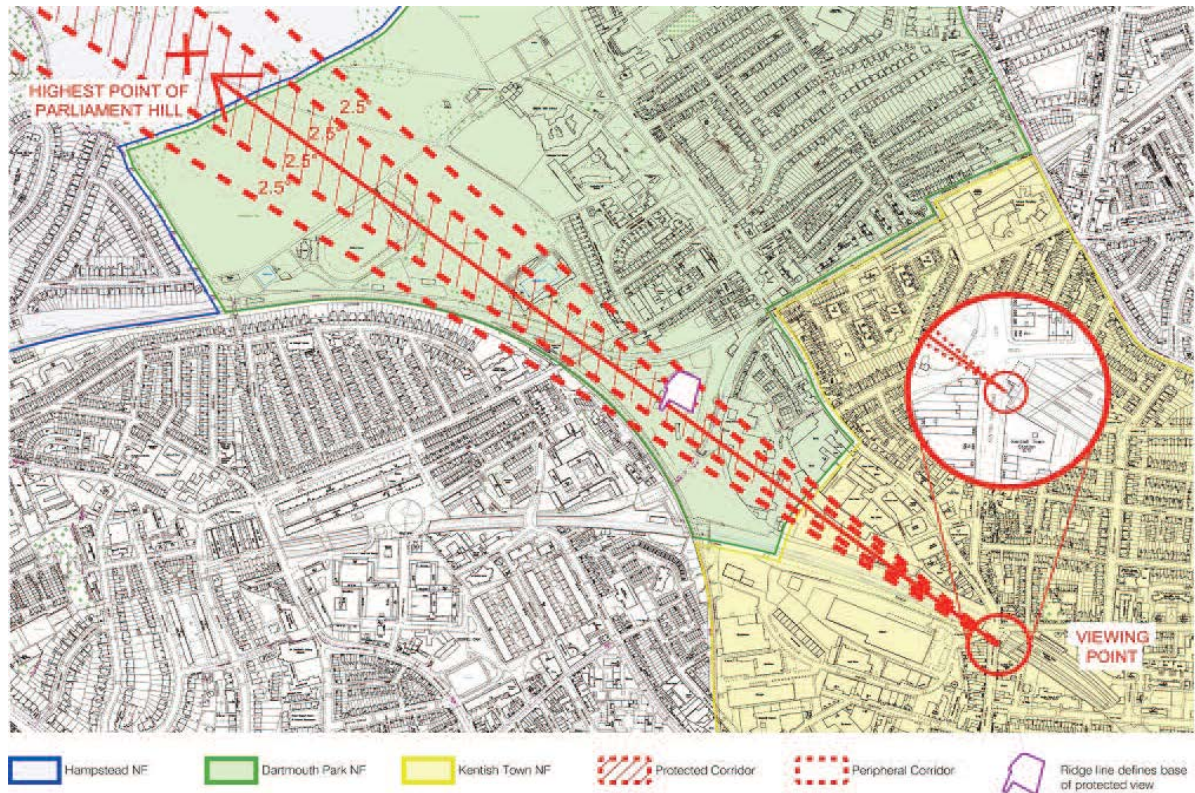
5.22 **DESIGN POLICIES**

5.23 **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.

- 5.24 The reasoned justification for Policy D1 in the Plan, explains that the view is precious to local people and visitors alike. The space is accessible and makes the environment more inviting. In this built-up area it is the only opportunity to enjoy a long green view. Furthermore, the reasoned justification for the policy acknowledges that the KTNF understands that the view outside the borders of the KTNF Area cannot be protected by this policy.
- 5.25 This Policy is cited in the Basic Conditions Statement demonstrating that the Plan complies with the NPPF by reference to the sections requiring good design and conserving and enhancing the natural environment. The Basic Conditions Statement points to the strong support for Policy D1. Despite the general support, in the Regulation 16 consultation, January 2016, Camden pointed out a potential conflict in relation to draft Policy D1 and the aspirations as expressed in Policy SP2 relating to the Kentish Town Potential Development Area (KTPDA), comprising the Regis Road Site, Murphy Site and the Highgate Road Section, as defined on Map p.4.
- 5.26 Policy D1 replicates the approach in the London Plan Policy 7.12 and the London View Management Framework Supplementary Planning Guidance (2012)² which designates, protects and manages strategic views of London and ensures the recognition and appreciation of major landmarks is not adversely affected. Part J of Policy 7.12 specifically states Boroughs can use the principles of the policy to support the designation and management of local views. Thus this Plan policy conforms to the London Plan in this regard. The KTNF draws on the principles and approach to managing development in “protected vistas”, by distinguishing between a “landmark viewing corridor” and “wider setting consultation area” for development management purposes. In the Plan, these are ‘protected’ and ‘peripheral’ components of a viewing corridor respectively towards the summit of Parliament Hill as shown on the image below.

² London View Management Framework supplementary planning guidance March 2012, Mayor of London



- 5.27 The reasoned justification for the policy advises that, *“This 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.”*
- 5.28 There is broad consensus that the principle of the viewing corridor is supported, although details of the corridor have been questioned. For example, the Regulation 16 response of Crossroads Women supported the policy on the grounds of their understanding that *“... the inclusion of this policy in the Plan because we know how strongly local residents feel about protecting the openness of the environment surrounding Kentish Town Underground.”* This reflects the observation of CABE³ that, *“A view of trees is, along with the availability of natural areas nearby, the strongest factor affecting people’s satisfaction with their neighbourhood.”* as commented in the Reasoned Justification to this policy.
- 5.29 The Murphy Group’s Regulation 16 reply accepts that although the building heights outside of the viewing corridor are not protected to the height of the existing building on the Murphy site, the Murphy Group further accepts that these building heights need to respect and are sensitive to development within the viewing corridor. I agree that the proposed building heights should gradually step up either side to a position to be agreed during detailed design discussions and

³ “The Value of Public Space”, Design Council CABE – Written by Helen Woolley & Sian Rose, Department of Landscape, University of Sheffield and Matthew Carmona & Jonathan Freedman, Bartlett School of Planning, University College London.

further agree that prescriptive heights should not be designated in the policy nor in, or outside of the viewing corridor, as only limited design analysis has been undertaken to inform this policy. However, I am concerned that the viewing corridor could constrain development potential within the neighbouring Dartmouth Park Neighbourhood Plan Area, beyond the KTNP boundary, which would be unacceptable in terms of the extent of control that could be exercised by the Plan and run counter to the objectives of the NPPF as pointed out in the Regulation 16 representations made by Camden on this point, together with the risk that as proposed, Policy D1 could frustrate the development within the KTNP area under Policy SP2.

- 5.30 The Murphy Group's representations made under Regulation 16 includes a substantial assessment of the proposed viewing corridor and the peripheral corridor using verified visual photography. The Murphy Group's submission includes a proposed minor shift in the protected corridor centred on an area of open green space from the viewing point. This submission also proposes the deletion of the peripheral viewing corridor based on the assertion that the viewer's attention will be drawn to the open green space, rather than the summit of Parliament Hill. The prospect of removing the peripheral viewing corridor, would I believe create a canyon effect and would be detrimental to the experience perceived by those in the vicinity of the viewing point at Kentish Town Underground Station. For this reason, I see no merit in constraining the viewing corridor as proposed in the Murphy Group submissions. I similarly see no particular perceptual advantage in altering the alignment of the protected view corridor if the peripheral corridor is to be retained as proposed in the Plan, particularly as this conforms to the supplementary guidance in the London Plan.
- 5.31 I note that much of the area outside the borders of KTNF is included in Dartmouth Park Neighbourhood Forum's area. The reasoned justification to this policy explains that the KTNF has agreed a Memorandum of Understanding with the DPNF regarding Policy D1 and the future development of land within the ownership of the Murphy Group within the proposed viewing corridor. Appendix 3 to the Plan includes a letter to the KTNF from Dartmouth Park Neighbourhood Forum dated 4th October 2015, agreeing in principle with Policy D1.
- 5.32 I consider that to avoid possible confusion as to the extent of control that Policy D1 would be able to exercise, there should be two protected view plans. The first should be the existing plan showing the entire protected and peripheral view corridors to Parliament Hill, including the three neighbourhood plan areas of Kentish Town, Dartmouth Park and Highgate. This plan should be appropriately titled confirming that it shows the entire protected and peripheral view corridors to Parliament Hill from the viewpoint adjacent to the entrance to Kentish Town underground station. A second plan should be prepared for development management purposes and included in the KTNP, showing the protected and peripheral view corridors from the viewpoint to include the boundary of the KTNP. These areas should be identified in the key as being within the ambit of control within the KTNF. I recommend that this should be at a scale of 1:2500 and based on the relevant Ordnance Survey base plan. At this scale, the plan should be able to identify the buildings and their respective boundaries to allow for a finer grain assessment of the properties affected by the two view corridors. I understand that the KTNF is prepared to supply the additional map in the Plan on the Council's behalf.
- 5.33 In order not to frustrate future development within the KTNP Area, or in the area of the adjoining DPNP Area, reference to the building to set the height of development in Policy D1 should be

removed. This is too prescriptive at this stage. The height of future development should be determined for proposals in both the peripheral and protected corridors by verified virtual photography and related masterplanning in the context of the policies within the KTNP, if made, in addition to other adopted development plan policies.

5.34 I further recommend that Policy D1 should not be subject to viability considerations, as this could give rise to viability challenges on the basis that promoters might seek larger more massive development proposals, notwithstanding that these might compromise the viewing corridors.

5.35 As a consequence of these considerations and having regard to the considerable support for providing an uninterrupted view of Parliament Hill from Kentish Town Underground viewing point, I recommend the following alterations to Policy D1:

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

The uninterrupted view towards Parliament Hill from the area adjacent to Kentish Town Underground station as defined in the “Protected Corridor” and “Peripheral Corridor” identified on [Second Plan - entitled], is required to be maintained, as far as possible, for future generations. Development that takes place within the "Peripheral Corridor", shown on [Second Plan - entitled], 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.

5.37 This recommended alteration has been taken forward to Appendix 1 together with recommended alterations to the reasoned justification. The recommended changes to this policy and reasoned justification are carried forward to Appendix 1.

5.38 **GENERAL DEVELOPMENT POLICIES**

5.39 **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.**

5.40 This policy is highly aspirational although enjoys considerable support. The Reasoned Justification for this policy acknowledges that there may be viability constraints that prevent the delivery of rafting over the railway tracks, but that the KTNP must provide the basis for considering such proposals over the life of the Plan. The Regulation 16 response from TfL highlights the viability concerns and whilst supportive in principle suggests that less ambitious proposals may provide a realisable solution.

5.41 In the light of the limited consideration of this policy in the Regulation 16 consultation and earlier comments taken together with the Basic Condition Statement, I consider that this policy is acceptable and propose no changes to it but a minor alteration to the Reasoned Justification as identified in Appendix 1.

5.42 **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.

5.43 There has been strong support in general for this policy from the Regulation 16 consultation responses. Camden has raised some concerns relating to how the policy could be implemented without giving rise to difficulties from a development management perspective. I consider these observations to carry considerable weight. I share Camden's concern over the use of the term "innovative" in relation to building design. It is unreasonable and unrealistic to expect all planning applications will require innovation, whether applied to engineering operations or new development. The draft policy includes some hyperbole, which whilst reflects an enthusiasm for high quality design, which is laudable, is unrealistic to expect innovation to pervade all building design in the KTNP Area over the life of the Plan. In fact, the policy is not directly fully focused on innovation, but rather the attainment and delivery of high quality design in the context of the urban character that defines Kentish Town and which maintains its distinctiveness. This is apparent from the Reasoned Justification. It would therefore be more appropriate to rename the policy, but without diluting or diminishing the KTNF's desire to promulgate high quality design through the local planning system within Kentish Town over the duration of the Plan.

5.44 I therefore recommend the following alterations to the policy in order that it can be used satisfactorily for decision making and development management having regard to the national, sub regional and borough level policy context within which the KTNP must fit, if it is to be made;

5.45 **POLICY D3: ~~INNOVATIVE BUILDING DESIGN~~ DESIGN PRINCIPLES**

~~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 comprehensive 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 innovation will be encouraged and supported where appropriate

e) Design proposals must be of the highest quality and sustainable, using materials that complement the existing palette of materials in the surrounding buildings

f) Proposals must enhance accessibility in buildings by taking into account barriers experienced by different user groups.

5.46 These minor policy amendments have been carried forward to Appendix 1 with recommended alterations to the reasoned justification.

5.47 **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.

5.48 This draft policy received little comment during the Regulation 16 consultation period other than from Camden Council. Camden raised a useful suggestion in supporting this policy and the KTNF's identification of buildings/ features of merit. Camden recommended that it would be beneficial for assets identified in the neighbourhood planning process to be nominated for inclusion in the Council's 'Local List' in the future. The effect would be that such buildings/features will also have been comprehensively assessed by the Council on a consistent basis. I consider this to be a sensible recommendation and support it together with the Borough's suggestion to remove reference to "2015", as the Local List is subject to periodic review. I recommend the following alteration to Policy D4:

POLICY D4: NON-DESIGNATED HERITAGE ASSETS

~~KTNF supports Camden Council's Local List 2015 which specifies Non-Designated Heritage Assets.~~ KTNF has identified eight fine buildings and features ~~have been omitted from the Local List~~ which ~~and~~ KTNF has identified these as Non-Designated Heritage Assets.

These comprise:

- 1) Torriano Estate, NW5 2SU,**
- 2) Willingham Close Estate, NW5 2UY**
- 3) 298 Kentish Town Road, NW5 2TG**
- 4) 87 Kentish Town Road, NW1 8NY,**
- 5) Concrete and mosaic brutalist sculpture situated on the Raglan Estate, Raglan Street NW5 3BX.**
- 6) The Canopy, Kentish Town Square NW5,**
- 7) Leverton Place, NW5 2PL**
- 8) Drinking fountain in front of canopy outside Kentish Town Tube Station.**

~~with~~ The KTNF would support the inclusion of these Non-Designated Heritage Assets in the Local List on next review. ~~added reasons for their specification. Camden's Local List criteria have been incorporated into the captions.~~

5.49 This recommended policy alteration has been included in Appendix 1 and with recommended alterations to the reasoned justification.

5.50 **GETTING AROUND POLICIES**

5.51 **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.

5.52 This policy is aspirational and as pointed out by TfL in its Regulation 16 consultation response and earlier consultation replies, the cost of step free access (SFA) is very expensive to retrofit. TfL has confirmed that there are no plans for either TfL or Network Rail to provide this in the foreseeable future and it is unlikely that SFA will be delivered in the plan period. TfL has strongly suggested that the KTNP, whilst retaining broad policy support for SFA should focus policy support and local CIL funding on other more deliverable schemes that benefit accessibility, such as public realm improvements, dropped kerbs and decluttering streets. It would appear that little consideration has been given to the costs and benefits of SFA compared with other public realm improvements. I understand that Camden Council is identifying local CIL investment projects for each ward in the Borough and that the Council will take into account projects identified in adopted Neighbourhood Plans when identifying a ward's spending priorities. The draft policy acknowledges that this policy will be subject to viability assessment and therefore I conclude that the KTNF has recognised the difficulty and uncertainty of delivering the ambition of SFA over the life of the Plan.

5.53 The policy requires a small modification, as the Forum cannot dictate the s106 contributions that will be negotiated and agreed by Camden. Similarly, SFA is not as I understand matters included in Camden's CIL Charging Schedule. Reference to "CIL PRIORITY (plus Section 106 contributions)" should be deleted from the policy text. I have therefore recommended this amendment in Appendix 1 and minor adjustments to the reasoned justification.

5.54 **GREEN & OPEN SPACES POLICIES**

5.55 **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.

5.56 Planning Practice Guidance at paragraph 76 explains that Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. This guidance advises that by designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. As a consequence, the guidance identifying land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and

other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period. The Local Green Space proposed in this policy would meet the relevant criteria in the NPPF at paragraph 77, as it will be in close proximity to the community that it serves and offers particular local significance and tranquility for the local communities that would be served and is local in character and not extensive tracts of land.

5.57 The reasoned justification for this policy identifies five, Local Green Spaces, identified on a plan to be subject to this policy. They are as follows;

- 1 St Benet and All Saints Church Garden, Ospringe Road / Lupton Street, NW5 2HY.
- 2 Montpelier Gardens, Montpelier Grove / off Brecknock Road, N19 / NW5 2XH.
- 3 Leighton Crescent Gardens, Leighton Grove, NW5 2QY.
- 4 Falkland Place Open Space and Play Area, NW5 2PN.
- 5 Canteloves Gardens and Skatepark, Camden Road, NW5 2AP.

5.58 The proposed sites relate well to the guidance in designating Local Green Space in that they conform to the criteria established in the NPPF at paragraph 77, being

- *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.*

5.59 I note that there has been no objection to the inclusion of the proposed Local Green Spaces in the Regulation 16 consultation replies and there has been some support. I therefore find the proposal acceptable in policy terms to be included in this neighbourhood plan without changes to the policy text. In order that the reasoned justification is consistent with the form recommended concerning other policies, I have made minor changes for consistency, as shown in Appendix 1.

5.60 **POLICY GO2: OPEN SPACES ON ESTATES**

KTNF recognises the value of the existing green and open spaces on Council and private estates in the KTNP 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.

5.61 The identified open spaces on estates proposed are located within the following estates and identified on a map base in the Plan:

- 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

5.62 All identified open spaces within this policy are located on land within the ownership of Camden. I note that there are no objections to this policy during the Regulation 16 Consultation and there is community support for it. I conclude that this policy is reasonable and recommend no change to the policy or the reasoned justification.

5.63 **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.

5.64 Policy GO3 requires clarification as to the extent of the policy in the text and the status of sub policies GO3.1 and GO3.2. It would be less ambiguous were the text relating to the sub policies to be emboldened. The bio-diverse habitats map which relates to this policy should be cross-referenced as indicated in the recommended policy alteration in Appendix 1 to avoid uncertainty.

5.65 The Plan policy has received support from the Murphy Group in the recent Regulation 16 Consultation. There have been no objections. The policy fits within the NPPF section "Promoting healthy communities". In common with Policies GO1 (Local Green Spaces) and GO2 (Open Spaces on Estates), Policy GO3 (Biodiverse Habitats) endeavours to enhance the environmental sustainability of the area. The policy, with the recommended changes would be suitable for development management purposes as shown in Appendix 1; I have similarly recommended amendments to the reasoned justification, also in Appendix 1 concerning the related Council's adopted planning policy documents.

5.66 **COMMUNITY & CULTURE POLICIES**

5.67 **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.

5.68 Policy CC1 is discretionary, but is also confusing. It is entitled, “**POLICY CC1: STATEMENT OF COMMUNITY CONSULTATION**”, yet it deals with pre-application “Development Briefs”, Statements of Community Consultation and Statements of Neighbour Involvement, the latter being documents to explain the consultation undertaken at different spatial scales for major and minor development respectively at the time planning applications are submitted. For clarity, I propose that the policy is split between the pre-application and application stages and renamed as follows:

“POLICY CC1A: PRE APPLICATION CONSULTATION” and;

“POLICY CC1B: STATEMENTS OF COMMUNITY CONSULTATION AND STATEMENTS OF NEIGHBOUR INVOLVEMENT”

5.69 I propose that this split policy should be altered as follows, as explained below.

5.70 **POLICY CC1A: PRE APPLICATION 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.

5.71 The London Borough of Camden has formal pre-application procedures including those for Major Development,” as defined in KTNF Policy CC1. The advice provided by Camden on its web site regarding Pre- Application advice for Major Development is as follows;

“Major developments are often complex and generally have an impact beyond the boundary of the site. We provide a bespoke advice service on major developments that may include a combination of the following:

- Accompanied site visits
- Meetings to give initial advice and scope the work
- Follow up meetings on single issues
- Public consultation through [Development Management Forums](#)
- Councillor briefing through [Developer Briefings](#)

In most cases a Planning Performance Agreement (PPA) will be required to programme the bespoke service.”

5.72 In applying for Pre-Application Advice from the Council the advice on the Council’s website states;

- We encourage you to submit as much information as possible so that we can provide you with the best possible advice. As a minimum we suggest you include:
- A summary of the proposal and what you want the advice to focus on
- Drawings/sketches showing the proposal
- Photographs of the site and surrounding context

5.73 On the basis that applicants for major development in the KTNF Area choose to make a Pre Application submission to the local planning authority, it will be necessary, as the Plan is currently drafted for the applicant to prepare a “Development Brief” as part of the Pre-Application submission to the Council. This may result in resource implications for the Council not covered by the current Pre Application fee payable to Camden. It may also result in the preparation of material not regarded for a particular application as being necessary. There may also be resource implications for the Forum since as I understand matters there would be no facility for KTNF to recover its costs for considering putative proposals of this type. Further confusion could arise in the event that the pre-application advice obtained from the KTNF differed from that obtained from Camden. However, as advised in paragraph 189 of the NPPF, there is undoubtedly merit in encouraging wider public consultation prior to making planning applications, particularly for larger development proposals and this would plainly include 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.

5.74 I therefore recommend that to avoid confusion, that this policy be amended deleting reference to the preparation of “Development Briefs” for major development pre application reviews with the London Borough of Camden and the KTNF, as indicated above. I recommend that the Reasoned justification be amended as indicated in Appendix 1.

5.75 I set out the recommended Policy CC1B, below. This is carried forward to Appendix 1.

5.76 **POLICY CC1B: STATEMENTS OF COMMUNITY CONSULTATION AND STATEMENTS OF NEIGHBOUR INVOLVEMENT**

~~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.

5.77 For larger scale developments this discretionary policy encourages applicants to submit a Statement of Community Consultation with major development proposals or proposals involving community uses. The reasoned justification provides a framework for preparing these statements. For reasons of proportionality, these should be limited to:

1. How a broad cross-section of local people, in the immediate area who are 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;
3. A record of the views expressed by local people and KTNF; and
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.

5.78 For smaller scale development proposals, the policy encourages applicants to prepare and submit a Statement of Neighbour Involvement. The Statement of Neighbour Involvement would be very short in many cases, having regard to the information sought as explained in the reasoned justification. I have concerns that although the process of neighbour consultation, will in most cases be worthwhile for the parties, an expectation that the applicant or agent should prepare a statement advising the planning authority and Forum the extent to which proposals are supported by neighbours, may be open to abuse. Furthermore, in addition to a risk of misrepresentation, there is a further risk that those neighbours being canvassed may find an expectation to profess a view to a promoter intimidating. Neighbours may also find the promoter's pre-application consultation request to express a view on the project potentially confusing, if shortly thereafter, they are consulted formally by the local planning authority as they may consider that they have already made their views known. I therefore suspect that the Borough Council may give little weight to a neighbour consultation in preference to its own consultation on the grounds of independence. I therefore consider that Statements of Neighbour Involvement should do no more than indicate how many neighbours have been consulted and their addresses. This would also be proportionate having regard to the fact that the Borough Council will need to undertake its own consultation on proposals, once planning applications have been submitted and validated. I cover these points in Appendix 1 indicating the recommended alterations to the Reasoned Justification.

5.79 **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.

5.80 The Basic Conditions Statement states that Policy CC2, "(Community Facilities in Schools) is particularly aimed at the needs of young people" and this is explained in the reasoned justification for this policy. I do not doubt that there is desire to use schools for other community purposes, but I am concerned that the land use planning system is not the appropriate means to achieve this. In relation to development management within Kentish Town, Policy CC2 does not appear to serve a land use planning purpose. The Basic Conditions Statement does not show how this policy cross relates to the adopted Camden Development Policies, although the Reasoned Justification states that the policy is in conformity with Policy DP15 of the adopted Development Polices. I do not agree that this is the case.

- 5.81 Policy CC2 can be distinguished from the advice in NPPF, paragraph 70 which states:
“70. To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
- *plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*” and
- DP15 which seeks to help meet increased demand for facilities as a consequence of new development. This is a different point to using existing schools for other community purposes. In any event, there would be no need to require planning permission to permit the wider activities sought for the use of state funded non-residential schools even for permanent use as crèches, day nurseries, or day centres, as all fall within Use Class D1. The ambition of this policy is that the use of schools should be capable of being widened on an incidental basis for occasional community use within Planning Use Class D. This would appear to be a matter for the KTNF and other interested groups to negotiate directly with the education authority and the school governors as appropriate.
- 5.82 The reasoned justification for this policy also states:
“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.”
- 5.83 This part of the Reasoned Justification appears to widen the remit of Policy CC2 beyond supporting shared school use, which is the ambition of the policy itself.
- 5.84 Neighbourhood Plan policies should be written to help local planning authorities make decisions on planning applications in the neighbourhood area, to contribute to the achievement of sustainable development. This draft policy would not contribute to the achievement of sustainable development in reaching land use planning decisions and therefore would not meet the basic conditions test. I therefore recommend that Policy CC2 is deleted from the Plan together with the Reasoned Justification. This policy and the reasoned justification are shown struck through in Appendix 1.
- 5.85 However, during the course of the examination, whilst the Council agreed that draft Policy CC2 contains non-land use policy elements, it would prefer if this aspiration could be treated as a project in the appendix to the Plan. I have no objection to this suggestion particularly as its retention would be consistent with other “projects” identified by KTNF. However, in order to meet the Basic Conditions test, it may not be a policy or have any significance or power for development management decisions within the KTNF area. I appreciate that as a project it may hold considerable social significance for the KTNF. Without wishing to stray beyond my remit, it would be helpful if the former draft policy text be altered by deleting the last sentence. This would help avoid any confusion regarding the status of the project and give clarity that it is not a Plan policy. Hopefully, this would assist with community cohesion, but out-with the planning system.

5.86 If my recommendations are accepted this might provide the opportunity to re-number recommended Policy CC1A and CC1B, to Policy CC1 and Policy CC2 respectively.

5.87 **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.

5.88 Policy CC3 is supported by the NPPF at paragraph 70 in promoting healthy communities. The policy is similarly supported by adopted Development Policy DP15, the relevant component of which states:

*“The Council will protect existing community facilities by resisting their loss unless:
c) a replacement facility that meets the needs of the local population is provided; or,
d) the specific community facility is no longer required in its current use. Where this is the case, evidence will be required to show that the loss would not create, or add to, a shortfall in provision for the specific community use and demonstrate that there is no demand for any other suitable community use on the site.....”*

5.89 The policy was supported by the Theatres Trust during the Regulation 16 Consultation process and there were no objections. The policy is acceptable for development management purposes. I recommend that the list of pubs should be included in the reasoned justification for clarity. The pub at 289-291 Kentish Town Road, NW5 2JS now trades as “Camden’s Daughter”.

5.90 **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.

5.91 Policy CC4 which seeks to protect neighbourhood stores outside the centre, conforms generally to adopted Development Policy DP10. As drafted, it is not entirely clear whether this policy would provide absolute protection or whether, as with adopted Policy DP10, this would include the flexibility of a viability test, in the event that the trading ability of any of these mainly convenience stores were to fail in the future, over the life of the Plan. To avoid any medium to long term vacancies, it would be appropriate to consider other uses. For this reason, I recommend that the policy should include provision for viability testing in the event of market failure, in line with adopted Policy DP10. Further details of how a proportionate approach to viability testing should take place is outlined in the reasoned justification to the policy.

5.92 There were no comments in relation to this policy during the Regulation 16 Consultation. I therefore recommend that this policy be amended as outlined above and as shown in Appendix 1 together with proposed minor alterations to the reasoned justification.

5.93 **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.

5.94 Policy SP1 sets out a framework for enhancing Kentish Town Centre, through the creation of Kentish Town Square to provide a community focus and to restore quality to the heart of the neighbourhood. This is central to KTNF's Vision for the Plan.

5.95 No comments were received during the Regulation 16 Consultation regarding this policy.

5.96 The policy conforms generally with the NPPF in delivering sustainable development and conforms with Core Strategy Policies CS7, CS10, CS11, CS14 adopted Development Policies DP11, DP12, DP21, DP2. The reasoned justification accepts that TfL which controls and owns the station land, has no current proposals to introduce step-free access at this station. The policy is therefore in part aspirational. Over the life of the Plan, it is possible that circumstances may change and the measures proposed may be capable of being delivered. It would appear from the Reasoned Justification that the KTNF would seek funding opportunities to deliver this policy working with Network Rail, TfL and the London Borough of Camden. To clarify the policy text for development management purposes, I recommend the minor policy alterations and related alterations to the reasoned justification in Appendix 1, including the deletion of the phrase “– **CIL PRIORITY (plus Section 106 contributions)** “ from the title.

5.97 **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.

- 5.98 In checking the Map on page 4 of the KTNP, the KTPDA boundaries are not defined. The land described in Policy SP2 as the, KTPDA comprises the Regis Road Site, Murphy Site and Highgate Road Section, however it is neither formally defined on the map or the map legend or key on page 4. This should be amended to identify the boundaries of the KTPDA. I note that the KTPDA extends into the area within DPNP, although for development management purposes, Policy SP2 applies to only that part within the KTNP area. The operational area of policy SP2 should similarly be defined on a map base for clarity. For convenience, it would be helpful if the map defining the operational area of the KTPDA within the KTNP were to be defined on a map adjacent to Policy SP2 and the reasoned justification.
- 5.99 Land uses in the Kentish Town Potential Development Plan Area were predominantly industrial in character, but as the Plan indicates in the reasoned justification for this policy, 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. However, Policy SP2 recognises, the employment land in this locality is protected by Core Strategy Policy CS8 for employment use. The safeguarded Industry Area in Kentish Town is described at paragraph 8.15 of the Core Strategy as follows:

“Industry Area

8.15 There are few concentrations of industrial and warehousing uses left within Camden. The area between Kentish Town and Gospel Oak is the only area of land in the borough to have a mix of such uses and no housing, making it particularly suited for continued employment use (see the Proposals Map for the boundary of the Industry Area). The Council will retain this Industry Area for industrial and warehousing uses by resisting any proposals that would lead to the loss of sites in Use Classes B1(b), B1(c), B2 and B8 and sui generis uses of a similar nature. Development should not prejudice the nature of the Industry Area by introducing inappropriate or conflicting uses.”

- 5.100 Policy SP2 protects employment uses; whilst the policy justification indicates that within Kentish Town the stock of employment property is poor. It includes a few modern, purpose-built premises, a large number of older purpose-built units, railway arches, mews and converted residential spaces. The Core Strategy in explaining Policy CS8, cites the Camden Employment Land Review 2008, found that there has been pressure to redevelop the borough’s stock of land used for employment purposes for higher value uses, principally housing. The Core Strategy further explains that once employment land in the borough has been developed for an alternative use, it is very unlikely it will ever be returned to industrial use. The Core Strategy also explains that there has been virtually no new provision of such premises in the borough for many years, which doubtless reflects the relatively low demand for industrial premises, compared with competing land uses, particularly housing. This is not unique to Kentish Town, but is reflected throughout inner London Boroughs.

The Mayor's London Plan, recognises this issue in Policy 4.4 Managing industrial land and premises. This policy provides the potential to manage the stock of employment land whilst recognising the competing needs of housing as an alternative use. Policy 4.4 states:

"The Mayor will work with boroughs and other partners to:

a) adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space

b) plan, monitor and manage release of surplus industrial land where this is compatible with a) above, so that it can contribute to strategic and local planning objectives, especially those to provide more housing, and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal."

5.101 Policy SP2 is anticipating this approach within the KTPDA. However, the adopted Core Strategy Policy CS8 at present does not offer sufficient flexibility to facilitate this re-assessment of a change in land use policy that exists within Policy 4.4 of the Mayor's London Plan. The Regulation 16 response from Camden Council supports the community's aspirations to set out key principles for redevelopment, in the event that the strategic planning context for this Industrial Area changes. I further note that the Council's Local Plan Submission Draft 2016, is currently subject to public consultation over an 8-week period until 4th April and an examination of the emerging policies is expected to take place in Autumn this year. Importantly, Camden Council's emerging Local Plan (Policy G1) seeks re-designation of the southern part of the Industry Area at Regis Road for comprehensive employment-led development that provides a mix of uses, including industry, logistics and other employment uses, housing, community facilities and open space. This policy will be tested through the forthcoming Local Plan examination (in the Autumn of 2016). In order to meet the Basic Conditions test, the Plan needs to be in general conformity with the strategic policies contained in the current development plan.

5.102 Camden's comment regarding Policy SP2 in its Regulation 16 reply states;

"The Council has no objection to this approach as the supporting text acknowledges this policy would only apply in the event the Council's planning policy changes".

5.103 It is not clear to me that there is sufficient clarity in the supporting text to the policy that this policy would only apply in the event of the Council's policy changes consequent upon the forthcoming Local Plan examination, although the Neighbourhood Plan acknowledges that the current industry area designation can only be altered through changes to the Borough's planning policies. I therefore recommend that the policy should be altered to confirm that this is the case. My recommended alterations are shown in Appendix 1.

5.104 The proposal in Policy SP2 to prepare a Development Framework for the whole KTPDA within the KTNP Area, 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, would not be in general conformity with either the strategic policies of the Core Strategy, Policy CS8, or as Camden has pointed out emerging Local Plan Policy, although it would

conform to the adopted Development Policies, Policy DP1. The Policy requirement that: **“This requires the preparation of a Development Framework for the whole area”**, is too inflexible and may not fully accord with the guidance in the emerging Local Plan. It is possible that there may be a need for two development frameworks to facilitate redevelopment of the land covered in Policy SP2, on the basis that there would be different development expectations in policy terms for the land comprising the current northern and southern parts of the Industry Area. In the light of this uncertainty I have recommended a further change to Policy SP2, which would indicate that a development framework may be an appropriate planning solution in bringing forward redevelopment and re-use of the land comprised within the Industry Area over the life of the KTNP.

5.105 On the basis that my earlier recommendations regarding revisions to the map relating Policy D1 are accepted, this will require revisions to this policy, defining the map and the KTPDA within it, also including the boundary of the KTNP boundary, for clarity. Again to avoid any ambiguity in relation to the neighbouring Dartmouth Park Neighbourhood Plan, I recommend that the policy should clarify in the text that the policy proposals in the KTPDA refer to the land within the KTNP and also propose the minor alterations to the reasoned justification in Appendix 1.

5.106 **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.**

5.107 Concerning the General Development Criteria, these demonstrate a strong grounding in seeking to secure sustainable development. In relation to criterion xii, the provision of on-site renewable energy generation may be challenging, whilst it may be aspirational at present technological change over the life of the Plan may make this attainable. The policy appears to be based on Core Strategy Policy CS13 and the recent changes to the London Plan, March 2016. I recommend that the policy be revised to provide clarity to give a clear context to the 20% carbon dioxide emissions and importantly to avoid the possibility of “stalled sites”. Some flexibility in the event that this requirement is not feasible needs to be included in the policy, as in adopted Core Strategy Policy CS13. The recommended policy changes are shown in Appendix 1.

5.108 The evidence base for Policy SP2A has been provided by consultants URS (now AECOM), on behalf of Camden Council in the Employment Land Study 2014, supplemented by AECOM’s Kentish Town Regis Road Growth Area Employment Study, 2015. These studies consider all employment land uses across the entire Borough, usefully reviewing the trends that were identified in the previous study in 2008. Of note the 2014 study found that LB Camden’s industrial market is so small and fragmented, that there is little quantitative evidence available, but that deals are typically very small and rarely recorded, leading to a lack of robust information on the quantity or qualitative mix of industrial floorspace demand and supply in the Borough. The 2008 ELR noted that ‘*virtually no new industrial property has been built since 1991*’ and that ‘*this situation had not changed for some time, with just one building being completed in the previous five years*’. The 2014 report advised that there is no evidence suggesting that the position has materially changed since 2008. The 2014 Employment Land Review also noted that in Kentish Town, industrial and warehousing land has been lost to

residential development, in particular student housing, resulting in a fragmentation of employment land.

5.109 I consider that draft Policy SP2A does not conform with strategic policy CS8 in the Core Strategy. The conflict in relation to Policy SP2A arises because of the policy ambition of the KTNF to increase land use flexibility in the Regis Road area designated as a protected Industry Area in the adopted Core Strategy, Policy CS8, supplemented by the Reasoned Justification at paragraph 8.15.

5.110 It is also necessary to consider the extent to which the draft policy conforms with the up to date employment development policy contained in the London Plan, March 2016 (consolidated with alterations since 2011). The relevant London Plan policy is 4.4: Managing industrial land and premises; this policy, in section A states:

“The Mayor will work with boroughs and other partners to:

- a) adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space*
- b) plan, monitor and manage release of surplus industrial land where this is compatible with a) above, so that it can contribute to strategic and local planning objectives, especially those to provide more housing, and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.”*

5.111 The London Plan policy offers greater flexibility than Core Strategy Policy CS8. The Localism Act 2011, Schedule 9, Part 2(6), provides that if a policy in the development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan. This advice is further explaining the relationship between the London Plan, Local and Neighbourhood Plans is set out in the London Planning Statement, May 2014. This is formal supplementary planning guidance (SPG) which at paragraph 3.2, explains:

“3.2 The Planning and Compulsory Purchase Act 2004 requires that London borough Local Development Documents (LDDs), comprising core strategies and other DPDs, other LDDs, and pre-2004 policies that boroughs have “saved” (the NPPF calls these documents taken together “the local plan”), must not be adopted unless they properly reflect the policies in the London Plan. The test to be applied is whether they are “in general conformity” with the London Plan. Boroughs must request the Mayor’s written opinion on the general conformity of all DPDs, and may request his opinion on other LDDs. This test also applies to plans prepared by the Lee Valley Regional Park Authority under the Lee Valley Regional Park Act 1966 (as amended)

3.3 There are similar requirements in respect of neighbourhood plans, which must be in general conformity with the strategic policies of the development plan.

3.4 “General conformity” does not mean that these documents have to follow the London Plan in every respect. The Mayor will only consider that a document is not in general conformity where it either contains an inconsistency, or leaves something out, that could cause significant

harm to delivery of the London Plan as a whole, or its individual policies. The London Plan now identifies the aspects of the Mayor's policies that are of particular significance in the preparation of these documents (although policies have to be considered as a whole).

3.5 The Mayor's opinion about whether their proposed plans are in general conformity with the London Plan will be the starting point of the independent examination of borough plans. However, the Mayor will wherever possible seek to resolve any issues of non-conformity before this stage. He will also make sure that boroughs are aware of his programme for reviewing and altering the London Plan to help them develop their programmes for local plan making."

- 5.112 The KTNF has followed this advice. It consulted with the GLA regarding policy SP2A and the then draft policy text for SP2A in summer 2015. The advice to the KTNF from the GLA was that their key concern was to retain the current industrial floorspace in the area. I am satisfied that the parties have worked together in the period leading up to the Submission draft of the KTNP for independent examination in considering the issues regarding the Industrial Area and the interpretation of development plan policy, as expected in the London Planning Statement, May 2014 outlined above. In addition, I note from the London Borough of Camden — Employment Land Study, URS, 2014 and the The Kentish Town Regis Road Growth Area Employment Study 2015 (AECOM), that the distinction between business class uses has become blurred in the Kentish Town Industrial Area and the thrust of planning decisions has been to facilitate modern employment development.
- 5.113 In order to meet the Basic Conditions test, I recommend that Policy SP2A should be modified in relation to the Regis Road part of the development area to confirm that the KTNP will support proposals for comprehensive employment-led mixed use development for the Regis Road Site. I therefore recommend the modification of Policy SP2A regarding development of the Regis Road site and the reasoned justification as shown in Appendix 1.
- 5.114 Finally, in considering development at Regis Road, the Plan provides for five site specific criteria to be satisfied within Policy SP2A. Criterion c) relates to waste management. I am of the opinion that this would be classed as "excluded development", for the purposes of neighbourhood planning in accordance with the Town and Country Planning Act 1990, s 61K and therefore this element of the policy should therefore be deleted.
- 5.115 In relation to criterion d) it would not appear an appropriate use of planning powers to interfere to such an extent with the commercial activity of one parcel delivery service, although I appreciate that this is a much valued facility. Planning permission would not in any event be required for the closure of the Royal Mail Delivery Office in Regis Road. Were the facility to close and the operator relocate to an alternative site this would not be a valid reason for withholding the grant of planning permission for a change of use subject to other planning considerations being acceptable. I therefore recommend that this element of the policy should also be deleted.
- 5.116 As to criterion e), it is not clear to me how the quality of advertisements be objectively tested. This would not appear to be an appropriate development management matter. The policy is otherwise acceptable, other than the policy reference. This should be limited to Policy CS14 as CPG8, is planning guidance pertaining to planning obligations, but is not planning policy.

5.117 I therefore recommend that for the policy to be acceptable, the further modifications should be made and alterations to the reasoned justification as identified in Appendix 1 as identified in Appendix 1.

5.118 **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 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.

5.119 TfL's reply to the Regulation 16 Consultation states that the standard location for a shelter is on the kerbside in order to minimise pedestrian/bus passenger conflict. The shelter close to the Car Wash Site is set back adjacent to the back edge of the footway. As a consequence, TfL advises that any relocation will need to be assessed for optimal safety and pedestrian flow. I agree with TfL's comments and recommend the policy be modified to provide some design flexibility as identified in Appendix 1.

5.120 I agree with the comments made by Camden with reference to the quality of the development in relation to this policy. I therefore recommend that the reasoned justification for this policy be amended as shown in Appendix 1, reflecting the revised design criteria, expected in Policy D3.

5.121 **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 may 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.

5.122 Policy SSP2 attracted no comments during the Regulation 16 Consultation. The Policy is outside of the Industrial Area, protected by Core Strategy Policy CS8. It comprises Site Allocation 40 in the

Camden Site Allocations Local Development Document 9th September 2013, within which the main current Borough policy considerations are stated as being:

“The Core Strategy supports the Metropolitan Police and their plans to create more neighbourhood facilities and a new custody centre and patrol base (Policy CS10). The Core Strategy infrastructure schedule (Appendix 1) identifies a borough-wide need for modernisation and consolidation of police assets/facilities. The Kentish Town area is identified in the Core Strategy (Policy CS15) as deficient in open space so it is important that adequate open space is provided on this site.”

5.123 It would be helpful for clarity if the map referred to in the policy could be referenced. Also regarding the possible integration of the SSP2 site with the Regis Road site proposals in the future, whilst this may offer considerable advantages, until such time as the emerging Local Plan is adopted there will be some uncertainty as to the future development policy for the Regis Road site. It is not clear that development of the SSP2 site would be included in a development masterplan for the wider area and it is not a necessity, therefore I recommend that greater discretion is introduced in the policy by replacing “will” with “may” for greater flexibility in the ante-penultimate line, as shown in Appendix 1. Subject to these recommendations being accepted, I consider Policy SSP2 would be acceptable for development management purposes and for inclusion in the Plan. I recommend minor alterations relating to the policy references in the reasoned justification also shown in Appendix 1.

5.124 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 reprovision 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.

5.125 In common with other draft policies where maps are cited in the policies, these should be clearly referenced to avoid ambiguity and for clarity. This policy received only one comment in the recent Regulation 16 Consultation, in this case from Camden requesting that the policy be cross referenced

to Policy 6.9 of the London Plan, as The London Plan currently allows the Council to secure higher levels of cycle parking facilities for most use classes including residential, retail and office than the standards set out in Camden's Development Policies document. I support that proposal.

5.126 I recommend that Policy SSP3 should be altered by the two minor amendments referred to above and that the reasoned justification be amended relating to the appropriate policy references, as shown in Appendix 1.

5.127 **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.

5.128 The Womens' Centre, responding to the Regulation 16 consultation whilst generally supportive, raised concerns regarding current difficulties with pavement widths and wayfinding for cyclists and vehicular traffic and conflicts between these modes. Having regard to the public realm improvements proposed, Policy SSP4 is likely, over time, to secure general improvements to Wolsey Mews and substantially mitigate the problems identified.

5.129 The London Borough of Camden again requested that the policy should be cross referenced to the London Plan at 6.9 as this currently allows the Council to secure higher levels of cycle parking facilities for residential, retail and office uses compared with the standards included in Camden's Development Policies document. I agree with that suggestion and recommend that the policy and reasoned justification be amended as shown in Appendix 1.

5.130 The land use proposals supported in the policy, reflect the characteristics of this edge of centre location and the policy is acceptable for development management purposes subject to the minor amendment above.

5.131 **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.

- 5.132 The property which is the focus of this policy is owned by Camden. The reasoned justification for the policy explains that the property is due to be sold by the Council under its Community Investment Programme (CIP). This is a 15-year plan to invest in schools, homes and community facilities, funded through the sale of properties owned by the Council which are under used, expensive to maintain, and difficult to access. Policy SSP5 plans for the future use of the property consequent upon the expected future sale.
- 5.133 The Womens' Centre responded during the Regulation 16 consultation regarding this policy; their concern was that the current occupiers of the building should be rehoused in Kentish Town when required to vacate, as they represent a vital local resource. The reasoned justification to the policy states: *"When the building is sold alternative provision will be found for them, in Kentish Town if possible."* It is not clear whether the KNTF or Camden have given this undertaking, but if this is not the case the Qualifying Body should consider whether it can make that commitment, on the basis that it cannot bind Camden as the Local Planning Authority and owner to do so. The Reasoned Justification may need amendment, but this does not affect the policy itself.
- 5.134 I also note that there is a difference in view as expressed in the Reasoned Justification, whether the property is viable as a theatre / cinema, but it appears that there is interest in the use of the property as a theatre by the Tower Theatre Company. The policy also provides considerable opportunity for an alternative use, other than residential. In common with the other site specific uses, Policy SSP5 is subject to a viability provision. In the case of the other site specific policies, in the event that viability considerations arise, these are likely to affect the value of planning obligations and in particular the amount of affordable housing. In considering proposals for 2, Prince of Wales Road, which I note is included in Camden's Local List, Ref. 322, given the concerns of Camden as to possible value on sale of the asset, the viability issue could be fundamental to the future use of the property. In that event, the planning issue for Camden and KTNF would be to secure an acceptable and viable long term use to conserve the building but without a long term void. *The "subject to assessment of viability on proposals coming forward" policy provision, is helpful in the event that it may be necessary to demonstrate that policy non-compliant land uses may be appropriate to conserve the long term future of the property.*
- 5.135 KTNF's reasons for preferring and supporting the uses comprising: Theatre / cinema (Sui Generis), assembly & leisure (D2) and use for 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 is understandable, but the denial of the possibility of

residential use for the entire building is not clearly articulated and would cut across Core Strategy Policy CS6. Given the importance of delivering residential development acknowledged in Core Strategy Policy CS6 and in the light of the need to protect the fabric of this building which is locally listed, there may be sound reasons why refurbishment and change of use to C3 may become a necessity for viability reasons in order to safeguard the building in the future. KTNF would nonetheless still be able to express a clear preference for community, assembly and leisure uses. Accordingly, I recommend deleting reference to prohibiting sole use for C3 as indicated in Appendix 1 and with the related amendment to the reasoned justification. I propose minor amendment to the policy references in Appendix 1. Subject to these recommendations being accepted by the KTNF I consider Policy SSP5 acceptable for development management purposes.

5.136 **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.

5.137 This site is owned by Camden. The draft policy and reasoned Justification anticipates that a residential-led mixed use proposal will be prepared for the redevelopment of this area. The interactive policy map confirms that the area currently falls outside the "Industry Area" as defined within the adopted policy framework, in particular Core Strategy CS8. However, the Reasoned Justification explains that there are no plans to bring this land forward for development in the foreseeable future although this may be a possibility over the life of the Plan. It appears therefore, that it is likely that the Regis Road site will be planned and brought forward for development before the Veolia Council Depot Site. However, the draft policy envisages that the development of the Veolia site may be integrated with the Regis Road site. Although this appears unlikely, if the Veolia site is integrated within a wider redevelopment proposal including the Regis Road site, I accept that the Veolia site should be considered against the general development criteria within Policy SP2A,

which I believe is intended rather than SP2, which simply defines the KTPDA and its extent. In that event, I recommend a minor policy alteration to achieve this ambition in Appendix 1. As with other relevant site specific policies, Policy SSP6 should be amended to have regard to the London Plan cycle parking provisions in the London Plan within Policy 6.9, for the reasons previously explained.

5.138 I am content that the policy accords with adopted Development Policies DP1 regarding mixed use development and reflects recent land use planning decisions taken within the area, both by Camden and on appeal. The policy also reflects and is compatible with the land use findings and trends in the employment land review prepared for the London Borough of Camden by URS, (now AECOM), comprising the London Borough of Camden Employment Land Study 2014, including the reference to the potential for including the site within the KTPDA if the site is brought forward for comprehensive development with the Regis Road site.

5.139 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

5.140 This policy seeks to promote economy and efficiency of land, but without specifying particular land uses. The reasoned justification makes reference to three small sites, all of which are said to have development potential for housing. However, the policy is cast much wider and as drafted includes other land uses. The Theatres Trust construed a wider application to the policy in its Regulation 16 Consultation response, relating to the promotion and protection of community and cultural facilities for the benefit of the local community, citing paragraph 70 of the NPPF for support.

5.141 This policy is plainly in conformity with Core Strategy Policy CS1 Making the best use of Camden's limited land, under which the Council undertakes to support proposals which promote the most efficient use of land and buildings in the borough by:

“a) seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;

b) resisting development that makes inefficient use of Camden's limited land;”

5.142 This policy includes adequate acknowledgement of the need for the protection of the amenity of existing residents, and the preservation of the character and appearance of townscape and I consider it acceptable for the purpose of neighbourhood planning without amendment. I recommend minor amendment to the Reasoned Justification as shown in Appendix 1.

5.143 Other considerations

- 5.144 Regarding other matters, the KTNP includes a significant section on “Projects”. These appear in a policy format and are written with a reasoned justification and have the appearance of development policies. However, they are not held out as policies and therefore do not fall to me to be examined. They may not be used for development management purposes. If they are to appear in the KTNP, they should be relegated to an appendix to avoid a possible interpretation that they reflect development policy. I further recommend for reasons of clarity and avoidance of doubt, that in the event that the KTNP is to incorporate the proposed “Projects” in an appendix to the Plan, it should clearly state that these projects do not comprise statutory planning policies and that they may not be used in reaching development management decisions.
- 5.145 During the Regulation 16 consultation, a number of late representations were made. In particular, from Nathaniel Lichfield & Partners (NLP) on behalf of their clients Four Quarters (Ingestre Road) Developments Ltd, concerning a site at 11-12 Ingestre Road. This site was acquired from the Council in March 2015, after the previous use as a care home ceased in 2013, since when I understand the property has been vacant. The proposed use is for residential and I am also advised that there is a Planning Statement, prepared by the Council for this site which also promotes residential development. This consultation response dated 29th January came too late to have included this site within the Plan to be assessed with the Plan as a whole for SEA. However, I consider that in the light of the recent discussions with Camden Council, there would be nothing to prevent a planning application being made and considered having regard to the relevant adopted and emerging plans at the time that an application is made. I note that planning proposals are at a preliminary stage. I agree with the general statement made by NLP that residential development would be in accordance with Core Objective 3 of the KTNP, but the planning application, if and when made would be considered against the relevant planning policy base at that time. This would include the KTNP, if made.
- 5.146 Regulation 16 representations were also made by DP9 on behalf of their clients Spring Place Limited, (SPL) concerning 3-6 Spring Place, where I understand that a planning application is being promoted for what is described as modern, flexible and adaptable workspaces that involve community collaboration. The complaint on behalf of SPL limited is that the KTNP fails to provide a clear framework for land outside the KTPDA. I see that there is no necessity to alter the proposed boundary of the KTPDA as identified and defined in the KTNP as this appears to have been adequately considered during the gestation and earlier consultation of the Plan. I also note that the KTPDA boundary is consistent with the Council’s boundary identified for the Regis Road industry area in the Core Strategy and the Regis Road Growth Strategy in the emerging Local Plan. Furthermore, the employment development objectives as described in this consultation would, if brought forward in a planning application would again be considered against the adopted planning policy base at that time, doubtless with appropriate weight being accorded to emerging policy.
- 5.147 Finally, concerning other matters please note that the reference to English Heritage in the Glossary of Terms, “Local List”, should now read, Historic England. The same correction should be made on page 7, in the section headed “Design Quality”.

6.0 Summary

- 6.1 In accordance with Schedule 4B to the Town and Country Planning Act 1990, paragraph 10(6), b), I set out the summary of my findings below.
- 6.2 I am satisfied that Kentish Town Neighbourhood Forum is the qualifying body and is entitled to submit a Neighbourhood Development Plan for the designated area and that this area is appropriate to be designated as a neighbourhood area. It was formally designated by the London Borough of Camden on 10 April 2013.
- 6.3 I am also satisfied that the Kentish Town Neighbourhood Development Plan 2015- 2030 does not relate to more than one neighbourhood area and that there is no other NDP in place within this neighbourhood area.
- 6.4 The Plan has been examined against national sub-regional and adopted planning policy. I am aware that the London Borough of Camden’s emerging Local Plan is currently subject to public consultation and is expected to be independently examined later this year.
- 6.5 The Plan has also been subject to a Strategic Environmental Assessment as to how reasonable alternatives were assessed in relation to Kentish Town Potential Development Area addressed through Policy SP2 of the plan. The findings of the Environmental Report, March 2015, were supportive of the Plan as a whole and give confidence that the Plan, if made should make a positive contribution to sustainable development in the Plan area.
- 6.6 The Basic Conditions Statement makes no reference as to whether the Kentish Town Neighbourhood Development Plan includes “excluded development” as defined s61K of the Town & Country Planning Act 1990 (as amended). The Pre-Examination version of the Plan includes within Policy SP2A reference to waste management matters. This would amount to “excluded development”. I have recommended that reference to the waste recycling policy component be removed from the Policy. If this is accepted, the Plan would then not contain “excluded development”.
- 6.7 **EU OBLIGATIONS**
- 6.8 **Habitat Regulations Assessment**
- 6.9 The Basic Conditions Statement explains that the KTNP is considered to be compatible with EU Habitats Directive.
- 6.10 The neighbourhood plan is unlikely to have a significant effect on a European site (as defined in the Conservation of Habitats and Species Regulations 2012) or a European offshore marine site (as defined in the Offshore Marine Conservation (Natural Habitats, & c.) Regulations 2007, either alone or in combination with other plans or projects).

6.11 A Habitats Regulation Assessment was undertaken for Camden Council's Local Development Framework documents and concluded that they would be unlikely to have significant effects on wildlife. As the KTNP is intended to be in conformity with the LDF, then a separate HRA was not considered necessary. I agree that the neighbourhood development plan is unlikely to have a significant effect on a European site or a European offshore marine site, either alone or in combination with other plans or projects.

6.12 As to public consultation, the process and management of the community consultation has been satisfactory and I am confident that the Consultation Statement outlining the terms of reference and actions of the KTNF, the supporting evidence from the workshops, consultation correspondence and feedback leading to the formulation of draft policies, The preparation of the Memorandum of Understanding and subsequent pre-submission and submission plan consultation on the Plan policies adequately fulfils Section 15 (2) of Part 5 of the Neighbourhood Planning Regulations 2012.

6.13 **Compatibility with human rights requirements**

6.14 The Basic Conditions Statement confirms that the Plan has regard to the fundamental rights and freedoms guaranteed under the European Convention on Human Rights. It also complies with the Human Rights Act 1998. Camden Council has undertaken an Equalities Impact Assessment for the Plan's effects on individuals and groups with protected characteristics and is attached to the Basic Conditions Statement as Appendix 2. The Basic Conditions Statement also avers that the Plan has sought to minimise any negative impacts and explains that minor changes have been made to the Plan in response to the recommendations made by the Council in the EIA.

6.15 I am satisfied that the Plan is compatible with EU obligations and will contribute to achieving sustainable development within the KTNF area.

6.16 I am satisfied that subject to the recommended policy revisions being accepted, that the draft Kentish Town Neighbourhood Development Plan 2015-2030, has given adequate regard to the policies in the National Planning Policy Framework (NPPF) and other relevant national planning guidance and would be in conformity with the strategic policies of the adopted policies of the London Plan adopted by the Mayor of London in March 2015, the latest published version consolidating alterations made to the Plan since 2011; and LB Camden's strategic policies in the Development Plan. If these recommended changes are accepted, I believe that the Plan will make a positive contribution to sustainable development, promoting economic growth, supporting social wellbeing, whilst conserving the natural and historic environment within the designated area.

7.0 **Recommendations**

7.1 **Modifications to meet the basic conditions**

7.2 For the reasons set out above and subject to all of the modifications indicated in the preceding sections of this examination report being accepted, I consider that the Plan would meet the basic conditions in terms of:

- having appropriate regard to national planning policy;
- contributing to the achievement of sustainable development;
- being in general conformity with the strategic policies in the development plans for the local area;
- being compatible with human rights requirements; and
- being compatible with European Union obligations.

7.3 I therefore recommend that in accordance with Schedule 4B to the Town and Country Planning Act 1990, paragraph 10 (2), b) that the modifications specified in this report are made to the Kentish Town Neighbourhood Development Plan and that the draft Plan as modified is submitted to a referendum.

7.4 **Referendum Area**

7.5 It is the independent examiner's role to consider the referendum area appropriate in the event that the Qualifying Body wishes to proceed to the referendum stage.

7.6 In the event that the Qualifying Body wishes to proceed to the referendum stage with this Plan, I consider that the referendum area should extend to the designated Plan Area, as confirmed on 10 April 2013 and as identified edged red on the plan on page 4 of the KTNP.

8.0 **Conclusions**

8.1 I conclude that, subject to the recommendations in this report being accepted, the Plan would meet the basic conditions as defined in the Localism Act 2011, Schedule 10 and Schedule 4B, 8 (2) of the Town and Country Planning Act 1990.

8.2 In accordance with the Town and Country Planning Act 1990, Schedule 4B 10 (2) (b), I recommend that the modifications specified in this report are made to the draft Neighbourhood Plan and if accepted, the Kentish Town Neighbourhood Development Plan 2015-2030 is submitted to a referendum.

Jeremy Edge BSc FRICS MRTPI
31st March 2016

Appendix 1

Recommended Policy Alterations and amendments to the Reasoned Justification to
the Submission Draft

Kentish Town Neighbourhood Development Plan 2015 – 2030

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~~. For the purpose of the KTNP, small businesses are defined as employing less than 50 people.

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 KTNP 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 conforms to Core Strategy Policies CS5 and CS8 and Development Plan Policy DP13. The following documents provide further background to this policy:

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.

In order to avoid vacant retail premises in Secondary Shopping Frontages where proposals may result in less than 60% of the premises being in A1 Retail usage in Secondary Shopping Frontages, applicants should demonstrate by submitting with their planning application:

- a) an up to date marketing report; and**
- b) contemporary financial viability assessment**

that there is no reasonable prospect that A1 retail use is viable.

Where a marketing report and financial viability assessment have been submitted to the local planning authority, applicants should be to fund a “peer” review of both the marketing report and viability assessment at the cost of the applicant, if requested by the local planning authority.

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.

Applicants should refer to Camden Borough Council's supplementary planning guidance (CPG5) which shows the designated retail frontages and explains how the Council calculates the proportion of non-A1 uses.

In the light of the comparative weakness of Secondary Shopping Frontages in Kentish Town and despite the protection afforded to retail premises by this policy, there remains a risk that without some flexibility an unintended consequence could be that vacancy rates rise in these areas due to lack of effective demand. Accordingly, where there is risk that proposals would result in less than 60% of the premises in Secondary Frontages being in retail use, applicants for changes of use should demonstrate by means of a market report and a financial viability assessment that there is no reasonable expectation that the premises will be reused for A1 retail use.

In the event of planning applications being made for change of use or redevelopment, it is expected that a marketing report should form part of the planning proposals demonstrating how the property has been actively marketed for a period of not less than 12 months prior to the planning application being made. The marketing report shall include details of the interest generated and viewings that have taken place together with copies of correspondence relating to interest expressed in the property and indicate the reasons why occupancy has not been achieved for the existing use.

In addition, a financial viability assessment should accompany the planning application demonstrating why the existing use is unviable based on current market evidence. The applicant should be willing for both the marketing

report and viability assessment to be peer reviewed at the discretion of the Council, using agents appointed by the Council, but on the understanding that cost of each peer review will be met by the applicant.

Policy SW2 conforms to Core Strategy Policies CS5 and CS8 and Development Plan Policy DP13. The following documents provide further background to this policy:

~~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.

In order to avoid vacant retail premises in Secondary Shopping Frontages where proposals may result more than two consecutive frontages being in non-A1 Retail use, applicants should demonstrate by submitting with their planning application:

- a) an up to date marketing report; and**
- b) contemporary financial viability assessment that there is no reasonable prospect that A1 retail use is viable.**

Where a marketing report and financial viability assessment have been submitted to the local planning authority, applicants should be to fund a “peer” review of both the marketing report and viability assessment at the cost of the applicant, if requested by the local planning authority.

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. 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.

However, in the light of changing retail demands, in instances where it can be demonstrated by market evidence and financial viability assessment that insufficient demand exists to prevent retention of A1 use, change of use will be considered in these circumstances within secondary retail frontages and having regard to other matters within the Plan.

In the event of planning applications being made for change of use or redevelopment, it is expected that a marketing report should form part of the planning proposals demonstrating how the property has been actively marketed for a period of not less than 12 months prior to the planning application being made. The marketing report shall include details of the interest generated and viewings that have taken place together with copies of correspondence relating to interest expressed in the property and indicate the reasons why occupancy has not been achieved for the existing use.

In addition, a financial viability assessment should accompany the planning application demonstrating why the existing use is unviable based on current market evidence. The applicant should be willing for both the marketing report and viability assessment to be peer reviewed at the discretion of the Council, using agents appointed by the Council, but on the understanding that cost of each peer review will be met by the applicant

Policy SW3 conforms with Core Strategy policies CS5, CS7 and CS8 and Development Plan Policy DP12. The following documents provide further background to this policy:

~~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.

POLICY D1: THE VIEW OF PARLIAMENT HILL

The uninterrupted view towards Parliament Hill from the area adjacent to Kentish Town Underground station as defined in the “Protected Corridor” and “Peripheral Corridor” identified on [Second Plan - entitled], is required to be maintained, as far as possible, for future generations. Development that takes place within the "Peripheral Corridor", shown on [Second Plan -

entitled], 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 be important considerations and become even more critical with any development that takes place within the "Protected Corridor" and to a lesser although still significant extent within the "Peripheral 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.

Policy D1 conforms to 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.

GENERAL DEVELOPMENT POLICIES

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.**

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 KTNF, 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.

Policy D2 conforms with ~~The policy seeks to implement the policies set out in the following documents:~~ **Camden Core Strategy 2010-2025 CS1, CS2, CS5, CS6, CS8, CS16, Development Policies (2010) DP2, DP3, DP5, DP16, DP17, DP22, DP24, DP26, DP28 and DP31. The London Strategic Housing Land Availability Assessment 2013 (GLA) provides further background to this policy.**

POLICY D3: ~~INNOVATIVE BUILDING DESIGN~~ DESIGN PRINCIPLES

~~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 **comprehensive** ~~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 innovation will be encouraged and supported where appropriate**
- e) Design proposals must be of the highest quality and sustainable, using materials that complement the existing palette of materials in the surrounding buildings**
- f) Proposals must enhance accessibility in buildings by taking into account barriers experienced by different user groups.**

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 and where appropriate, 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 ~~may be~~ is required to be undertaken on major schemes to help to develop exceptional design quality.

Policy D3 ~~conforms to~~ ~~seeks to implement~~ the policies set out in the following documents: [Camden Core Strategy \(2010-2025\)](#) CS14, and supported by [Development Policies 2010](#), DP 24 and supported by 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. KTNF has identified eight fine buildings and features have been omitted from the Local List which and KTNF has identified these as Non-Designated Heritage Assets.~~

These comprise:

**Torriano Estate, NW5 2SU,
Willingham Close Estate, NW5 2UY
298 Kentish Town Road, NW5 2TG
87 Kentish Town Road, NW1 8NY,
Concrete and mosaic brutalist sculpture situated on the Raglan Estate, Raglan Street NW5 3BX.
The Canopy, Kentish Town Square NW5,
Leverton Place, NW5 2PL
Drinking fountain in front of canopy outside Kentish Town Tube Station.**

~~with The KTNF would support the inclusion of these Non-Designated Heritage Assets in the Local List on next review. added reasons for their specification. Camden's Local List criteria have been incorporated into the captions.~~

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).

Non-Designated Heritage Assets

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 conforms to the NPPF, paragraph 135 and Camden Core Strategy Policy Camden CS14, Development Policy DP25. The following background documents inform Policy D4:

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.

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.

Subject to viability, 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 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 **conforms with Core Strategy Policy**, CS11, **Development Policies DP16 and**

DP29. **Policy GA is informed by** 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 stepfree” (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

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, Ospringe 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.

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.

[Policy GO1 conforms to the NPPF, paragraph 77 and Camden Core Strategy Policies Camden CS10, CS15 Development Policies DP15 and DP31. The following background documents inform Policy GO1:](#)
Camden Open Space, Sport and

Recreation Study June 2014:
www.camden.gov.uk/ccm/cmsservice/stream/asset?asset_id=3245131
Camden's emerging Draft Local Plan:
http://www.camden.gov.uk/ccm/cmsservice/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/knownresources/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 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.

Proposals affecting sites identified on the Map [], Bio-diverse Habitats which protect and enhance existing biodiverse habitats at the following sites will be supported:

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

Proposals will be supported which: ~~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; and
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 **on Map [], Bio-diverse**

Habitats, (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 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: **conforms with L B Camden's**

Core Strategy policies Camden CS13.28, CS14.18, CS15, CS16, **and Development Policies DP31 and DP32. The following documents are relevant to**

Policy GO3: 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 CABI – The Value of Public Space.*

POLICY CC1A: PRE APPLICATION 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.

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 CC1A encourages more in-depth pre-application community consultation on all major planning applications. Where developers chose to engage in Pre Application discussions with KTNF and the local community, the community and Forum will be familiar with such proposals for major developments in the KTNF Plan Area before a formal application is submitted. This would enable local residents, businesses and organisations to comment on proposals at a time when developers are in the earliest position to consider them. Policy CC1A conforms to Core Strategy policies: Camden CS4 and CS5 in addition to Camden's adopted Development Policies 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 CC1B: STATEMENTS OF COMMUNITY CONSULTATION AND STATEMENTS OF NEIGHBOUR INVOLVEMENT

~~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 encourage community consultation prior to the submission of a planning application and to encourage developers to show

with whom and how they have consulted with the local community by way of a Statement of Community Consultation for major development or proposals involving community uses. In the case of smaller scale developments in residential areas, the Plan seeks to encourage the preparation and use of Statements of Neighbour Involvement. These will give an indication of the extent to which developers have engaged with the local community and in particular those most closely affected by small scale developments in residential areas. regard the proposed development.

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,

but be limited to:

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 and their addresses

Policy CC1A conforms to Core Strategy policies: Camden CS4 and CS5 in addition to Camden's adopted Development Policies 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."

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.

Reasoned Justification

The public houses **comprising:**

**The Junction Tavern, 101 Fortess 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;
Camden's Daughter, 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 ODA;
The Unicorn, 227 Camden Road, NW1 9AA;**

~~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/communityand-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 **conforms to NPPF, paragraph 70;**
Camden's Core Strategy policies ~~seeks to implement the policies set out in the following documents: Camden CS7, CS10;~~ **adopted Development Policies DP12, DP15;**
and is supported by the following documents;
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, **subject to viability. 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.

In the event of planning applications being made for change of use or redevelopment, it is expected that a marketing report should form part of the planning proposals demonstrating how the property has been actively marketed for a period of not less than 12 months prior to the planning application being made. The marketing report shall include details of the interest generated and viewings that have taken place together with copies of correspondence relating to interest expressed in the property and indicate the reasons why occupancy has not been achieved for the existing use.

In addition, a financial viability assessment should accompany the planning application demonstrating why the existing use is unviable based on current market evidence. The applicant should be willing for both the marketing report and viability assessment to be peer reviewed at the discretion of the Council, using agents appointed by the Council, but on the understanding that cost of each peer review will be met by the applicant.

Policy CC4 conforms to Core Strategy seeks to implement the policies CS7.17, CS10, CS15, CS16 and adopted Development Policies DP10, DP26 and

guidance set out in the following documents: Camden DP10, DP26, CS7-17, CPG5.4, 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).

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 which deliver the following benefits, including by way of CIL funding opportunities and s106 contributions where appropriate, 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 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

Core Strategy 2010 – 2025; Policies CS7, CS10, CS11 and, CS14, Development Policies DP11, DP12, DP21, DP29,

and 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 **funding opportunities and Section 106 contributions where appropriate.**
~~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 KTNP. 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.

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 **within the KTNP Area, identified on Map [...]** 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, **in the event of the submission draft Local Plan being found sound following Examination.** This **may** require 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 **Core Strategy Policy CS8 and** 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.

This approach conforms to the London Plan Policy 4.4.

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. ~~Policy SP2 and SP2a~~ supports Camden’s Policy CS8 which states that existing employment sites and premises that meet the needs of modern industry will be safeguarded. **Changes in policy for this area may be introduced by the emerging Local Plan if this is found sound on examination and subsequently adopted.** 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.

5.148 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) **Once a building and its services have been designed to make sure energy consumption will be as low as possible and the use of energy efficient sources has been considered, the KTNF will expect developments 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) unless it can be demonstrated that such provision is not feasible.**

~~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 **proposals comprising comprehensive employment-led mixed use development** 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 **in Camden Core Strategy Policy** policies CS14 and CPG8.

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.

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 comprehensive employment – led 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 **development** buildings **should** reflect the **capacity**, density and scale of ~~this an~~ inner London location. New **development** 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.

Policy SPA2 conforms with Policy 4.4 of the London Plan, March 2015. The policy has been informed by Camden Site Allocations Local Development Document 9th September 2013; London Planning Statement, May 2014 (GLA); London Borough of Camden — Employment Land Study, URS, 2014; The Kentish Town Regis Road Growth Area Employment Study 2015 (AECOM) and the Land for Industry and Transport Mayor of London SPG September 2012.

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 relocate the bus shelter to move the bus shelter backwards by 1 metre through adoption of land within 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.

Reasoned Justification

The size of this site is approximately 3,675 sq ft (0.34142 hectares). Regarded as an eyesore ~~by~~ 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:

- a) There will be intensification of **use of** the site through a building of mixed use development, including retail or restaurant on ground floor and residential on upper floors.
- b) The design of the new building will respect and be

sensitive to the height of existing buildings in their vicinity and setting.

c) The building will be of highest architectural quality (*meeting the criteria set in 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, **but any relocation will need to be assessed for optimal safety and pedestrian flow.**

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’s Core Strategy (2010-2025) Policies CS6, CS7; and adopted Development Policies DP1, DP2, DP17, DP24.**

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 may 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 SSP2 conforms to Camden's Core Strategy(2010-2025)** CS1, CS3, CS5, CS6, CS17; **adopted Development Policies**, 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 reprovision 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, in accordance with the London Plan, Policy 6.9**
 - 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 **conforms to the London Plan, Policy 6.9 and Camden’s Core Strategy**; seeks to implement the policies set out in the following documents: Camden CS1, CS3, CS5, CS6, CS10, CS17 **and adopted Development Policies** DP1, DP2, DP3, DP5, DP13, DP15, DP17, DP21, DP22, DP24, DP29, **and DP31. Policy SSP3 is also informed By** and Camden Transport Strategy 2011. Policy SSP3 is indirectly relevant to **Core Strategy policies CS14 and Development Policies Policy DP6. Further relevant guidance is to be found in** 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

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, in accordance with the London Plan, Policy 6.9**
- 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. **In preparing proposals subject to this policy, regard should be given to The London Plan, Policy 6.9 and the related table at 6.3, setting out the cycle parking standards to comply with Policy 6.9.**

The Policy SSP4 conforms with seeks to implement the policies set out in: The London Plan, Policy 6.9; Camden's Core Strategy policies: CS1, CS3, CS5,

CS6, CS7, CS8, CS10 and CS17, DP1; **adopted Development Policies**; DP2, DP3, DP5, DP10, DP12, DP13, DP15, DP17, DP21, DP22, DP24, DP29, DP31; **and the following guidance** 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~~ **should** 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.

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 **conforms to the following policies: Camden's Core Strategy (2010 2025); policies seeks to implement the policies and guidance set out in the following documents: Camden CS1, CS3, CS5; CS7, **CS8**; CS10 and **CS14**; adopted Development Policies , DP1, DP12, DP14, DP15, DP29. This policy is indirectly relevant to policies ~~CS8, CS14, DP10, DP13, DP24, DP25, DP26 and DP28.~~ **The following documents are also relevant and provide further guidance;** 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; 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, in accordance with the London Plan, Policy 6.9

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

Given the proximity to the Regis Road site, the Veolia site shall be considered as part of Kentish Town Potential Development Area in respect of comprehensive development proposals which include the Regis Road site. In that event, the Policy SP2a KTPDA General Development Criteria will apply to development within the Veolia Site.

~~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 **conforms with Core Strategy policies** ~~seeks to implement the policies and guidance set out in the following documents:~~ **Camden CS1, CS3, CS5, CS6, CS7, CS8, CS10 and adopted Development Policies CS17; adopted Development Policies DP1, DP2, DP3, DP5, DP10, DP12, DP13, DP15, DP17, DP21, DP22, DP24, DP29 and DP31.** **The following documents may also offer relevant planning guidance:** Camden Retail and Town Centre Study (GVA 2013); The London Plan Policy 3.5 and Table 3.3 and The 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 **conforms with** ~~seeks to implement the policies and guidance set out in the following documents:~~

Camden Core Strategy policies

CS1, CS5, CS6; **and** CS8; **adopted Development Policies,** DP2, DP3 **and** DP24. **The following guidance is also relevant;**

Sustainable Design and Construction SPG GLA April 2014 and

Shaping Neighbourhoods: character and context

supplementary planning guidance GLA June 2014.