

DESIGN POLICIES

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

The uninterrupted view towards Parliament Hill from the area adjacent to Kentish Town Station as defined in the “Protected Corridor” and “Peripheral Corridor” identified on Maps 2 and 3, is required to be maintained, as far as possible, for future generations. Development that takes place within the “Peripheral Corridor”, must be compatible with the view in terms of its setting, scale and massing.

**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.

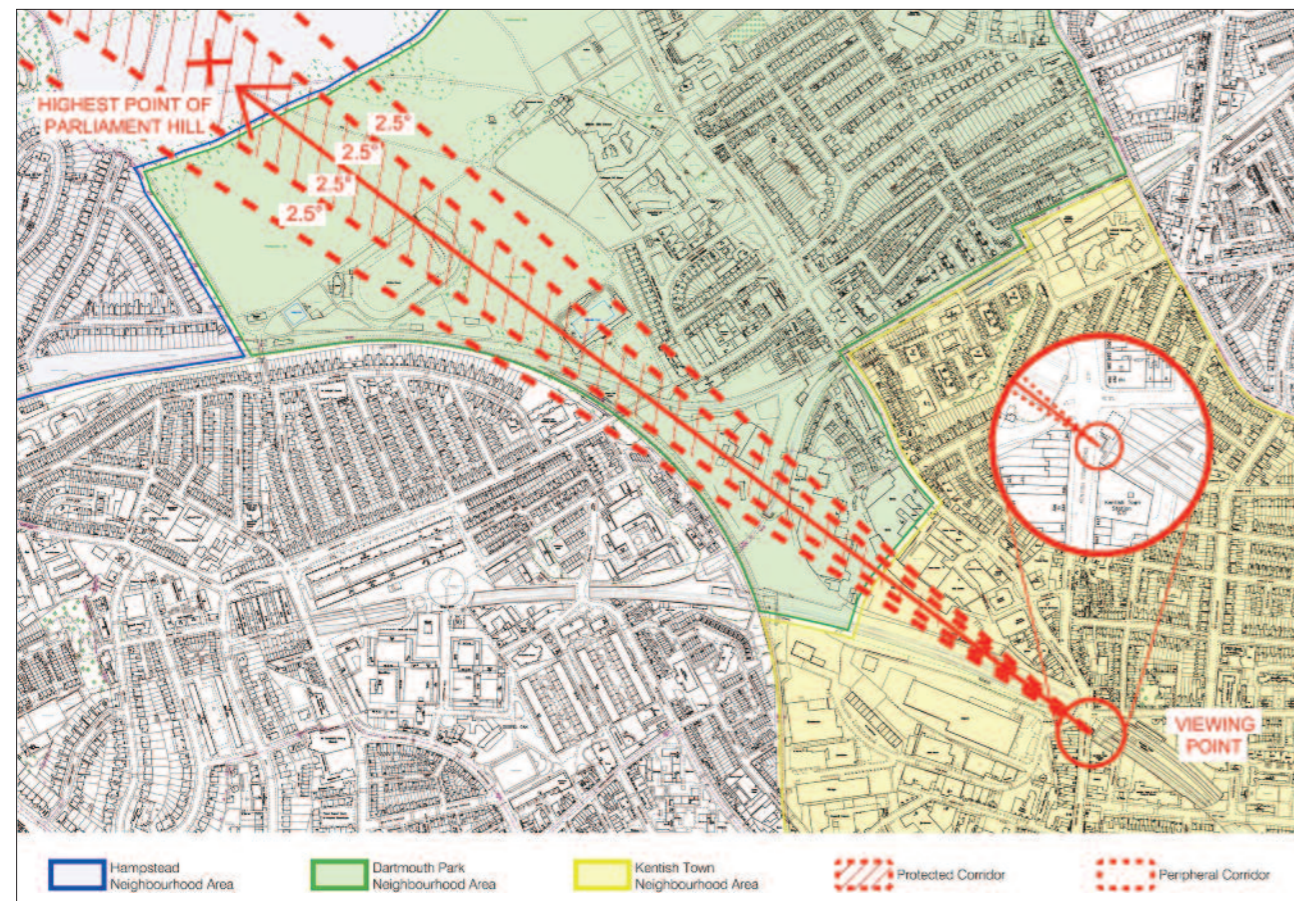
In our street engagements with the public, one of the most commonly mentioned wishes was that this view of Parliament Hill and trees must be protected. The view is cherished by local people and visitors alike. The space is accessible and makes the environment more inviting. In this very built-up area 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 4 p.73). We have also discussed the policy with the management of the Murphy Site.

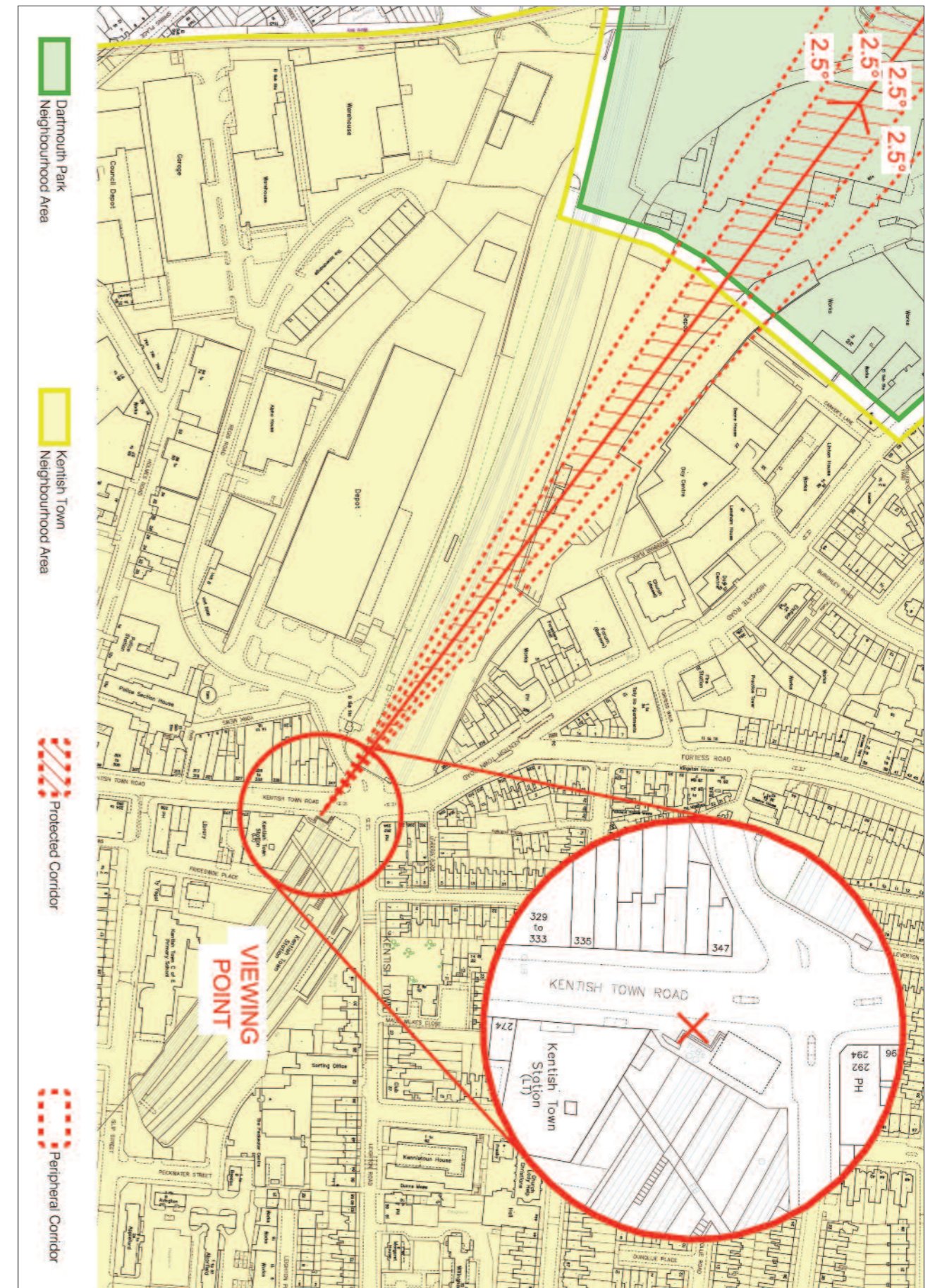
“A view of trees is, along with the availability of natural areas nearby, the strongest factor affecting people’s satisfaction with their neighbourhood.”  
*Design Council CABE – The Value of Public Space.*

Policy D1 conforms to The National Planning Policy Framework: NPPF 73, 74, 109 and Camden policies CS5, CS14, CS15, CS16.



▲ Map 2: this 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 to be maintained as far as possible, including the view across the part of the Murphy Site in the Kentish Town Potential

Development Area. 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. Policy D1 seeks to manage development within the part of the viewing corridor in the Kentish Town Neighbourhood Area.



▲ Map 3: this is a close up of the protected and peripheral view corridors from the viewpoint adjacent to Kentish Town Station. The Map identifies buildings and their respective boundaries. Policy D1 seeks to manage development within the part of the viewing corridor in the Kentish Town Neighbourhood Area.



**POLICY D2: RAILWAY LANDS**

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

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

**Reasoned Justification**

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

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

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

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

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

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

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

Policy D2 conforms to 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: DESIGN PRINCIPLES**

**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 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.



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



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



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

**Reasoned Justification**

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

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

In recent years, applications for some badly designed buildings have been approved by Camden despite local opposition. For this reason a policy for high quality innovative design is clearly necessary.

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

Policy D3 conforms to 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 Map 4**

Camden Council's Local List specifies Non-Designated Heritage Assets. KTNF has identified eight fine buildings and features omitted from the Local List which KTNF has identified 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 2AA
- Leverton Place, NW5 2PL
- Drinking fountain in front of canopy outside Kentish Town Station NW5 2AA

KTNF would support the inclusion of these Non-Designated Heritage Assets in the Local List on next review.

**Reasoned Justification**

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

The criteria used for Camden's Local List are:

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

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

Camden's Local List recognises elements of the

historic environment that are not already designated in another way e.g. buildings listed by Historic England Grade I, II\*, II, or those in Conservation Areas.

Policy D4 conforms to the NPPF, paragraph 135 and Camden Core Strategy Policy 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.



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



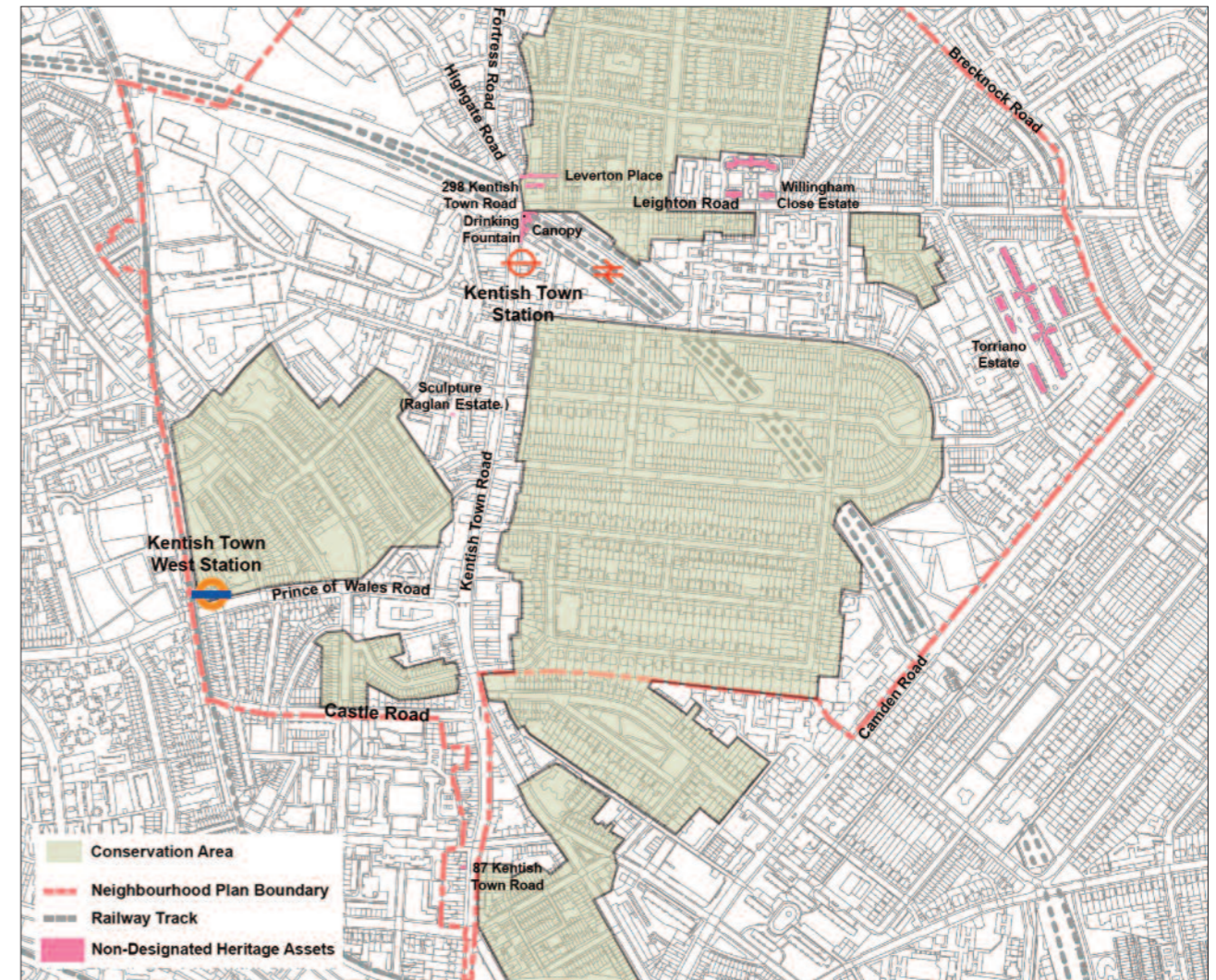
▲ Willingham Close Estate, is composed of three blocks. Willingham was built first as mews properties and took a direct hit from a bomb. It was rebuilt, followed by Rosemary and Margaret House. The Estate was designed and built by a St Pancras in-house team. It was opened in 1952. Cecil Rhodes House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



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



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



▲ Map 4: Non-Designated Heritage Assets





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

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



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



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

GETTING AROUND POLICIES

**POLICY GA: STEP-FREE ACCESS IN KENTISH TOWN STATIONS**

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, 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 5, p.74*) 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



▲ Kentish Town West – London Overground Station